

Latitude 38

VOLUME 225, MARCH 1996

WE GO WHERE THE WIND BLOWS



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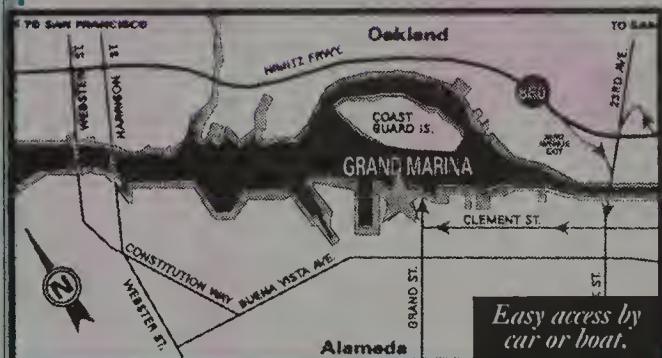


ATTENTION

NOTICE

As of February 15, 1996,
Mariner Boat Yard is now open
for business in the Marine
Center at Grand Marina.

Call us at (510) 521-6100.



FACILITIES:

- Over 400 Concrete Berths 30-60 ft.
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- Engine Maintenance & Repair
- Machine/Prop Shop
- Rigging Shop
- Canvas Work and Woodworking



Beautifully Landscaped Marina With Ample Parking



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MARINA**

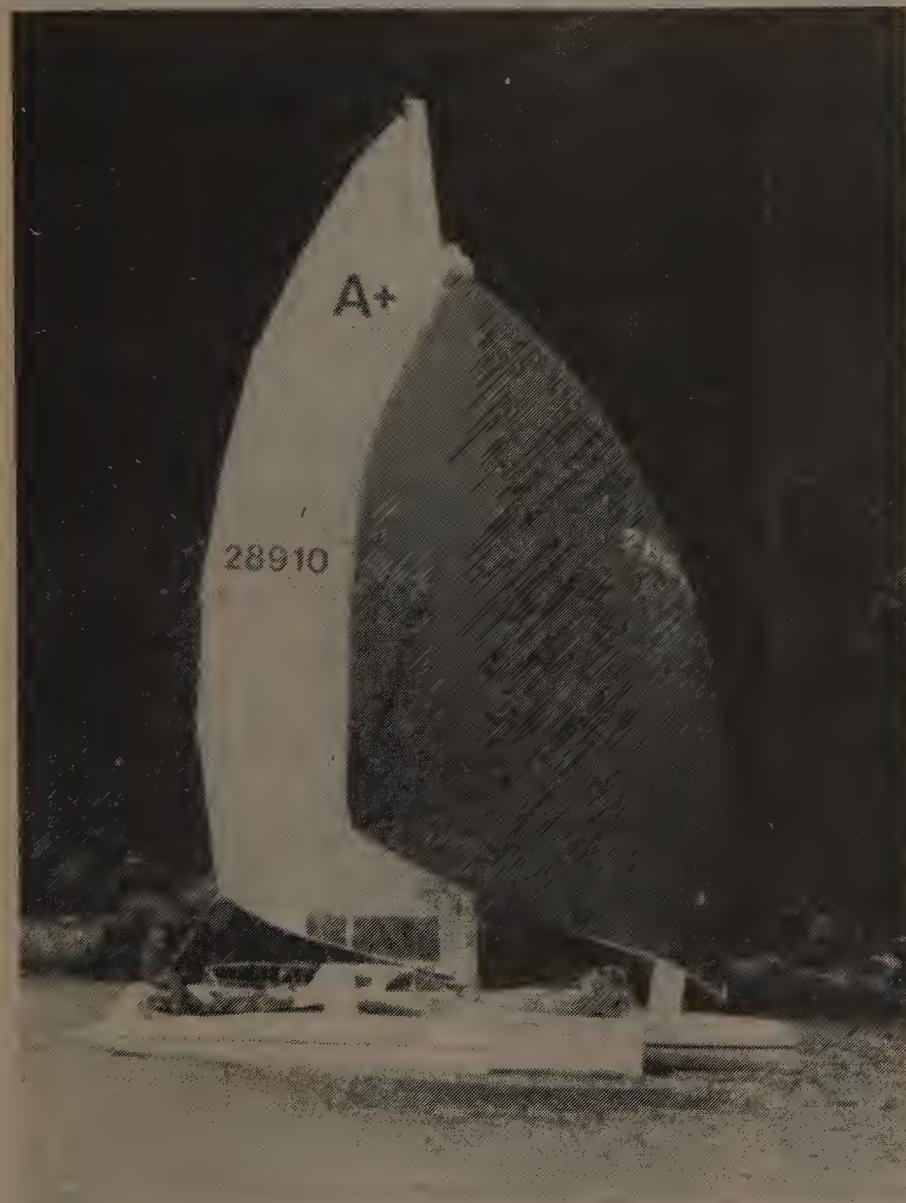
ALAMEDA

Give us a call - 7 Days a week

PH: (510) 865-1200

2099 Grand Street
Alameda, CA 94501

WHAT A FIASCO!



**Erin*

DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:

West Marine Products in Oakland or Stockton

Svendsen's in Alameda & Seabird Sailing Center in Berkeley

Bay Riggers in Sausalito

Come hear Jim & Sue Corenman's
"South Pacific Primer"
Live and in person! - April 3rd
7:00 to 9:00 p.m.
Call for details.

Each winter the Singlehanded Sailing Society hosts one of San Francisco Bay's most unusual races: the Three Bridge Fiasco. Starting on San Francisco's city front, the competitors round marks at the Golden Gate Bridge, the Richmond-San Rafael Bridge and the Bay Bridge - in any order and in either direction! Truly a fiasco! January's squally weather and shifty winds only added to the race's challenging format.

This year's winner was *Erin*, an Antrim 30+ trimaran, sailed by designer Jim Antrim and his crew. They flew downwind (the driving rain and the boat's spray were at times indistinguishable), then found the upwind leg, sailing at speeds often over 15 knots, almost "relaxing."

Days like that were just *made* for multihulls!

And *Erin's* Pineapple Sails were just *made* for a powerful multihull. The full-battened Kevlar main, the wide-head Kevlar jib and the asymmetric spinnaker are all carefully designed and strongly built.

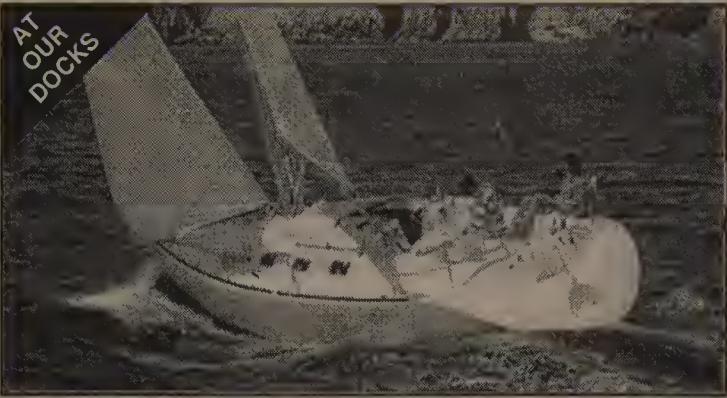
For sails that are just *made* for you and your boat, give us a call. They are exactly what we do best!



PINEAPPLE SAILS
Phone (510) 444-4321
Fax (510) 444-0302
123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

Featured New Boat for March



Beneteau First 36s7

Upper End Yachting at Mid-Range Prices

Want to race and cruise without compromises? Check out the new Beneteau 36s7, a steady, fast, offshore racing contender. Luxuriate in her finely crafted pearwood interior with all the amenities. Her fast underbody and thoughtful deck layout make sailing exciting and enjoyable whether racing or cruising. And the best part is her affordable, no strain price. Check her out.

Also, see the boat that dominated Key West Race Week — the First 42s7.

BEST BROKERAGE BUYS

SAIL

27' CASCADE, 1981	\$19,500
27' SEA RAY, 1982, engine overhaul ..	23,000
27' SUN YACHT, 1977, diesel, wheel ..	11,000
27' ISLAND PACKET, 1988	55,000
30' FARALLON great cruiser, 1976	32,500
30' ANGLEMAN, 1957 owner finance ..	19,500
31' ISLAND PACKET, 1986	69,000
33' APHRODITE 101, Danish, 1979	25,500
34' HUNTER, 1983	36,500
35' HUNTER 35.5, 1991	74,900
35' ISLAND PACKET, 1989	129,000
38' ISLAND PACKET, 1989	139,500
41' MORGAN O/I KETCH, 1978	74,500
42' CATALINA, 1985	124,900
45' HANS CHRISTIAN KETCH, 1976	150,000
52' ALDEN SCHOONER, 1932, restored ..	75,000

BENETEAU BROKERAGE

35' BENETEAU 305, 1985	\$35,900
35' BENETEAU FIRST 35s5, 1993	82,000
40' BENETEAU OCEANIS 400, 1994	169,000
42' BENETEAU FIRST 42, 1985	89,000
43' BENETEAU 430, 1990	139,000

Boats listed in bold are located in Richmond.

SABRE BROKERAGE

34' SABRE, 1991	\$109,000
36' SABRE, 1986	98,500
38' SABRE, 1991	189,000
42' SABRE, 1989	176,000



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COVER PHOTO: Latitude 38 archives
Sunday Holy Rollers

Graphic Design: Colleen

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



Dealer For:
Beneteau • Isl. Packet • Sabre
1230 Brickyard Cove Rd.
Point Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

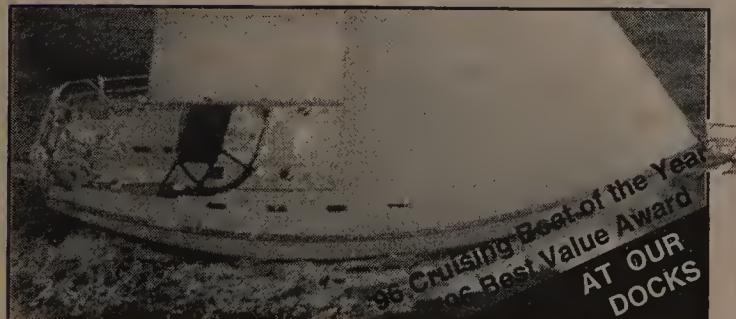
SELLERS: We Attract Buyers!

Many of our clients visit us to view our new boats. This traffic also generates used boat sales.

We Need Your Listing to Sell Your Boat!

★ Boat Show Preview ★ at **PassageYachts**^{INC} — March 30 & 31 —

- Free Admission!
- See this year's new models without the crowds!
- Have the time to see how these boats are really built to appreciate the engineering and construction excellence.
- Get your Money Saving Coupon which could save you thousands of dollars on the purchase of a new Beneteau or Island Packet yacht!
- Learn about the Tax and Income Benefits of placing your boat in a Charter Program.
- Enter to win a Day On The Bay Charter on a new Beneteau! R.S.V.P. at (510) 236-2633.



The Awesome Island Packet 45 is here!

No boat builder has ever before received both the Best Cruising Boat Of The Year Award and the Best Value Award!

Cruising World editor Bernadette Brenon said, "Our big winner is a boat our judges considered remarkable not only for its cruising comforts, but also for the attention it pays to the very practical issues of serviceability, solid handling and afford-ability... an outstanding blend of long term quality, strong construction standards and resale value"

The Oceanis 351 Our Most Popular Midrange Cruiser!

The room and comfort of most 38' boats, no hassle sailing with a furling main and genoa, and all the conveniences of a large cruiser are yours in this affordable and elegant cruiser.

Come see for yourself why the Oceanis 351 has been at the top of the sales charts since its introduction in 1994. The reasons are obvious.

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* AVAILABLE FOR SHOWING

Island Packet 29*, 32*, 37*, 40*, 45* and Packet Cat 35

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Beneteau First 367*, 42s7*, 45f5*, 53f5, 62, 64



BENETEAU

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SABRE

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37' Amozon	137,000	44' CSY	69,000
38' Roberts	120,000	45' Beneteau 45f5	147,000
39' Custom Goff Rig	82,000	#48' Cheoy Lee	28,000
39' Gib Seo	98,000	54' Irwin	325,000
40' Porter & Hoy	80,000	55' Swan	595,000
40' Swan	55,000	75' Custom Schaaner	329,000

* Partial Lists # Storm Damaged; many more available

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MULTIHULLS

37' Praut, '86	\$128,000	42' Lagaan, '92	229,000
37' Antigua, '91	145,000	42' Faughtaine Pajat, '93	299,000
39' Privilege, '91	224,900	44' Faughtaine Pajat, '91	199,000
39' Fidji, '91	2 from 148,000	47' Logaon, '91	309,000
39' Polynesia, '91	159,000	#48' Privilege, '89	129,000
40' Narseman, '92	190,000	53' Custam, '85	169,000
40' Narseman, '93	259,000	60' Ollier, '84	175,000
40' Brown Trimaran	60,000	75' E.T.E.L. Chorter	375,000

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 Furling, wheel & roomy.



ERICSON 28+, '81 .. 16,900
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25' C&C, '74	\$9,500	29' Col	15,900
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25' Bahomo	8,500	29' Ericsan	2 from 9,995
26' Dolphin	13,000	30' Sontono	16,900
26' Cheoy Lee, '71, diesel	15,000	30' Hunter, '76, diesel	15,900
27' Cal, '77, new diesel	12,000	30' Odyssey, '75, diesel	19,900
27' Cotlinia, '82	12,500	30' Pearson	19,900
27' Ericson	2 from 12,900	32' Islonder	25,000
27' O'Doy, '88, diesel	16,900	34' Columbia MK II	19,500
28' Ericson, 28+	16,900	35' Cheoy Lee, waad	25,000
28' Pearson	19,000	35' Cheoy Lee Lion	27,500

Most boats located at our dock!

Bay Island Yachts (510) 814-0400
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Please allow 4-6 weeks to process changes/additions, plus delivery time.

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00
 Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- Please send me further information for distribution outside California.

Business Name _____ Type of Business _____

Address _____

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Latitude 38

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45' COLUMBIA 1972

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Rarely seen on the market so make haste in viewing this absolutely beautiful example of a bluewater cruising yacht. We haven't seen anything comparable and you will say the same. Well equipped and meticulously maintained. At our dock. Asking \$105,000.

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25' C&C	\$9,500	35' CHEOY LEE LION	\$25,000
26' CHEOY LEE	\$15,000	35' CHEOY LEE LION, glass	\$27,950
27' O'DAY	\$16,900	35' HINCKLEY, 57	\$55,000
27' CATALINA, '82	\$12,500	35' CHRIS CRAFT	\$33,500
27' ERICSON, '78	\$12,900	37' PROUT SNOWGOOSE, '86	\$128,000
28' PEARSON '79	\$19,000	38' KAISER, '72	\$44,900
28' ERICSON, 28+, '81	\$18,900	40' BROWN TRI, '76	\$60,000
29' C&C	\$29,500	40' CHEOY LEE MIDSHIPMAN	\$69,000
29' HUNTER 29.5, '94	\$52,000	40' ENDEAVOUR, '82	\$84,900
29' ERICSON	from \$9,995	41' FREEPORT	\$87,900
30' SANTANA	\$20,500	41' PERRY, '80	\$69,500
30' ODYSSEY	\$19,900	44' HARDIN	\$125,000
30' HUNTER	\$15,900	45' COLUMBIA	\$69,500
30' PEARSON	\$19,950	45' JEANNEAU, '85	\$119,000
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34' FORMOSA CC	\$33,500	50' BOC RACER	\$129,500
34' ERICSON T	\$39,900	50' CHEOY LEE, '66	\$98,000
34' ALOHA, '83	\$58,900	57' STEEL MOTORSAILER	\$175,000

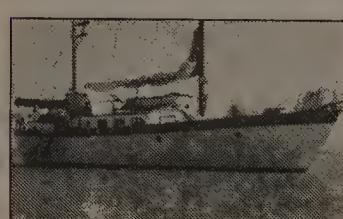
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Great liveaboard or Mexico cruiser.



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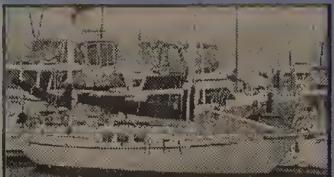


farallone yacht sales

Open Boat Weekend — March 9 & 10



1983 CATALINA 38. Originally designed by Sparkman Stephens as a racer/cruiser, she is very fast and this one has been perfectly maintained, a true "10". Asking \$59,000.



1974 WESTSAIL 42. Many recent upgrades. Has all the equip. for extensive cruising. Needs minor cosmetics. Well below market at \$64,000.



1990 HUNTER 35.5. Yanmar dsl, KM, DF, WS/WP, VHF, autopilot, Loran, batt chgr, 3 bats, furling, refrig, propane, windlass, dodger & more. \$66,900



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CATALINA 36. Two from \$49,995

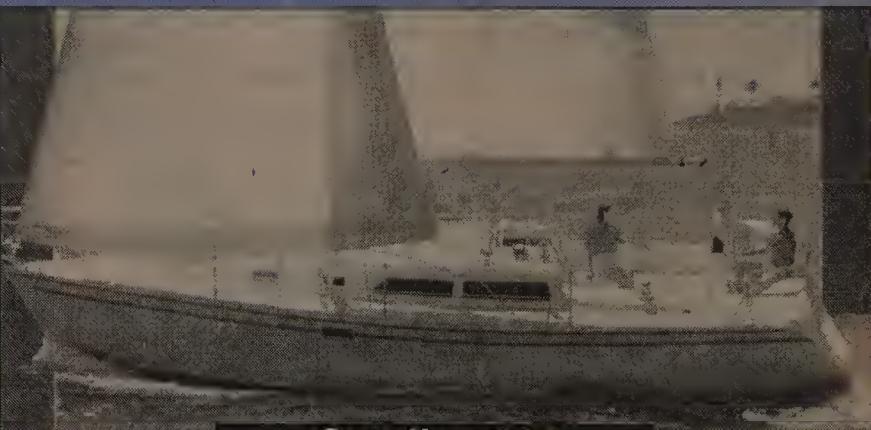


MORGAN O/I, 1979. Great liveaboard. Reduced to \$69,900



Catalina 270

One of Catalina's newest boats, the Catalina 270 has lots of recent technologies incorporated in the design. An excellent sailor, the boat comes standard with inboard diesel, furling, dutchman, wheel, hot and cold pressure water with shower, propane stove, and more. Our 1995 demonstrator is for sale at a reduced price.



Catalina 320

Catalina 320 has taken the market by storm. Easily the most popular 32' on the market today. Production at Catalina has increased to 1 boat every day. Advanced construction techniques and top grade equipment make this 32' a great buy. Std. with Westerbeke 28 hp diesel, double spreader tapered spar with forward and aft lower shrouds and in-line spreaders, performance elliptical fin keel and rudder. Quality throughout at a fair price.



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West Bay Brokerage Eagle Yacht Sales

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36' Catalina, '95. new listing	91,000
36' Catalina, '85 new listing	57,500
36' Catalina, '83	44,500
35' Hunter, '90	66,900
30' Nonsuch Ultra, '86	89,500
30' Wyliecat, '92	42,500
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30' Catalina, '83 new listing	29,500
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28' Pearson, '78	13,900
27' Catalina, '85	20,000
27' Catalina, '84	17,500
26' Voyager, '80	18,500
26' Nonsuch Ultra, '86	48,900
26' Nonsuch Ultra, '86	41,500

East Bay Brokerage Farallone Yacht Sales

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36' Catalina, '84, loaded	49,995
36' Catalina, '85, dodger	56,500
36' Cheoy Lee, '76	32,995
35' Coronado, '74, ex cond ..	32,000
35' Ericson, '74	reduced 22,995
35' Irwin, '86,	reduced 34,995
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30' Catalina, '84, loaded	32,995
30' Ericson, '69,	reduced 12,995
30' Islander, '71, extras	15,995
30' Pearson, '74, dodger	16,995
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27' Catalina, '71, o/b	7,995
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26' Soverel, '75, full race	11,995
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23' Pearson Electra, '62	2,995

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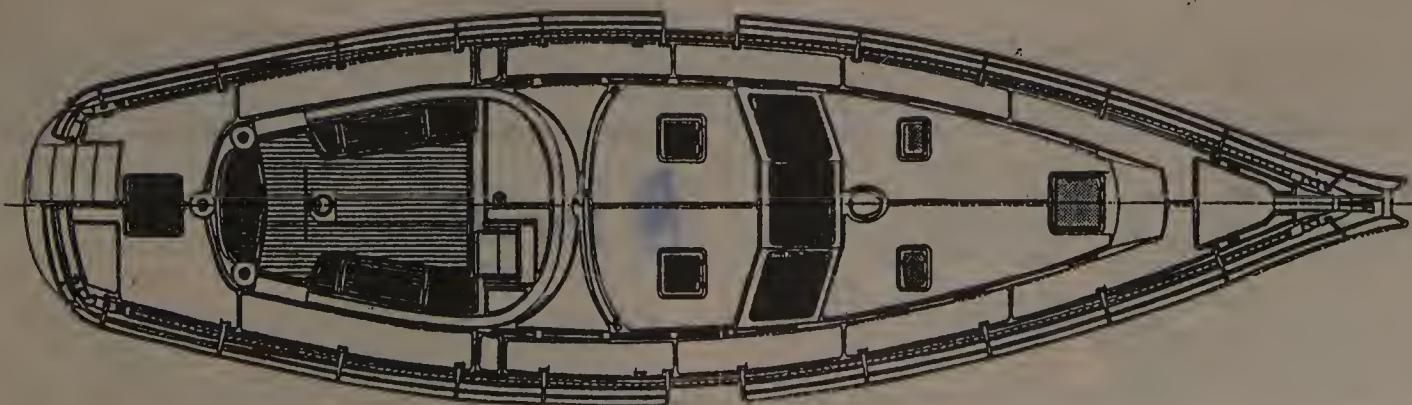
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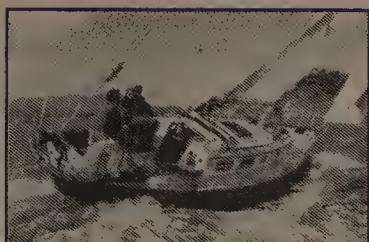
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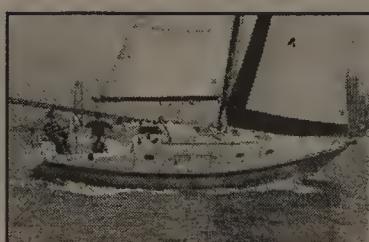
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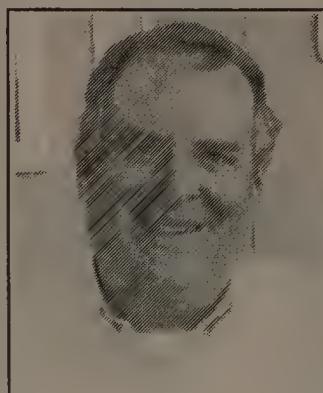
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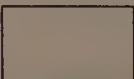
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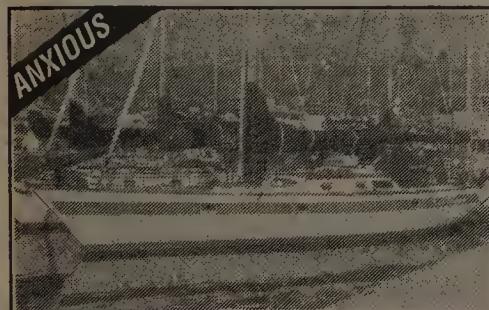
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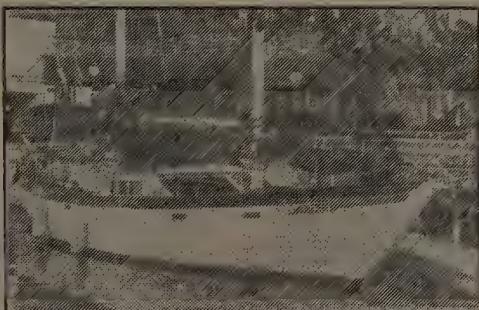
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by Wauquiez

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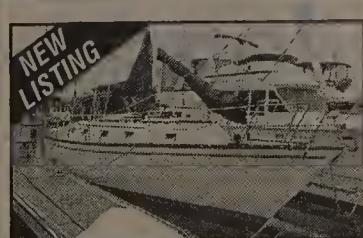
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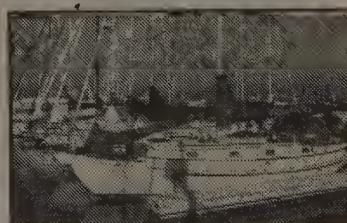
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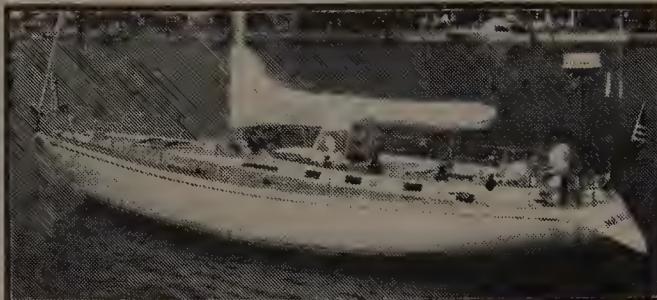
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SWAN 42 MYSTERE (1983): Holland design with furling headstay, 3-function hydraulics, and upgraded winches. A full Kevlar racing sail inventory is included, as well as extensive cruising sails. Radar, central heating windlass, full cover. **NEWPORT BEACH.** \$245,000.



SWAN 47 ZEPHYR (1979): Purchased by the current owner in 1989 and highly upgraded since then, including new topsides, watermaker, leather upholstery, B&G Hydra 330, SSB, Trimble Navgraphic, and new Perkins diesel. **NEWPORT BEACH.** \$235,000.



BALTIC 43 WAYDAH (1987): Judel/Vrolick design with FULL '94 North racing inventory, leather upholstery, large doubles in forward and aft cabins. Radar, autopilot, B&G, inverter, electric spinnaker sheet winches, furling jib. **MARINA DEL REY.** \$290,000.



LORD HELMSMAN 31' SPETTER (1986): Fine Swedish craftsmanship with teak decks, dark blue fiberglass hull, plus radar, B&G Network, autopilot, diesel heat, many '92-'93 sails. Fast and pretty. **NEWPORT BEACH.** \$79,000.



SWAN 46 TUNDRA (1985): Pure fast cruising with shallow Scheel keel, aft entrance to owner's cabin, all new '94 electronics, dodgers, watermaker. Owner bought a Swan 53, must sell. **AT OUR DOCKS IN NEWPORT BEACH.** \$395,000.



SWAN 36 ALA (1992) and VIVA (1990): Both in immaculate condition, well equipped, with complete inventories of both racing and cruising sails, full boat covers, and low engine hours. **MONTEREY (ALA, \$275,000) and SANTA CRUZ (VIVA, \$210,000).**

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SWAN 371 KAHUNA (1980): Popular Holland design with furling jib, aft owner's cabin, 6 sails. Attractively priced for a quick sale. LOCATED VENTURA. \$115,000.

BALTIC 42 BYDAND (1982): Offered by the original owner, this Peterson design features many custom upgrades and is in excellent condition. The owner's cabin features a centerline double, plus there is a double V-berth forward. \$199,000.

SWAN 431 STARGAZER (1976): Professionally maintained, kept under cover and used sparingly, this S&S design shows remarkably well. **NEWPORT BEACH.** \$170,000.

SWAN 51 HARLOT (1985): Frers design with 4-cabin layout, '94 sail inventory, furling jib, outstanding condition. **LONG BEACH.** \$375,000.

SWAN 41 (1976): Refurbished decks, recent sails and updated electrical system, kept under full cover. This is the best looking 41 available. **NEWPORT BEACH.** \$125,000.

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PHRF B-Div. 2	1, 2
PHRF C-Div. 2	2
PHRF D-Div. 2	1, 4
PHRF G-Div. 2	2, 4
Melges 30	1, 2
Melges 24	2
Mumm 30	2, 3
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More than 500 Geminis are sailing the Western hemisphere, but the new *Gemini 105* offers you many improvements. Bridgedeck clearance is 10" higher, and the LWL is nearly 2' longer (resulting in greater comfort and speed.) The hulls are 10" further apart for better stability, greater load-carrying capability, and 10% more interior volume.

Ask Yourself Three Simple Questions

1. Are you tired of sailing "on your ear?" The *Gemini 105* cruising cat gives you safe and comfortable upright sailing – barely 6 degrees of heel in 15-20 knots of wind! The same is true for our other cruising cats: *Fountaine Pajot 35, 38, 42 & 56 – Privilege 37, 42, 45, 51 & 65 – and Victory 35*.

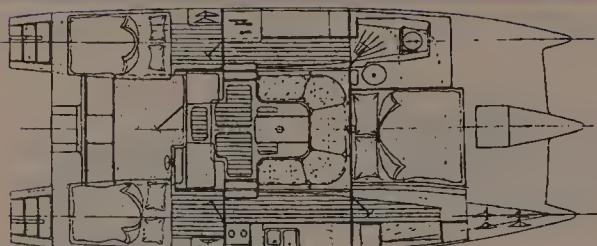
2. Would you like to sail faster than a monohull, but with less effort? The *Gemini 105* (like all our other cruising cats) sails 25% to 50% faster than a comparable length cruising monohull. Also, because cats require no ballast, they are lighter and easier to handle ... and unsinkable!

3. Are you interested in getting more boat for your dollar? Foot-for-foot, cats are much roomier than same-length monohulls. For example, the 34' *Gemini* offers the same square/cubic footage as a 40' single-hull sailboat: head, galley, 5' chart table, salon, three private cabins (including the best owner's cabin in ANY cat up to \$200,000).

PLUS: The *Gemini*'s 18" draft (boards up) makes "skinny water" sailing a breeze – while her 5' draft (boards-down) lifts you to windward. And her modest 14' beam means easy dockage anywhere.

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URGENT NOTICE

RODEO NIGHT

WHERE: Berkeley Yacht Club, a' course

WHEN: Sundown (7:00 p.m.), May 4
(Openin' Day Weekend, Saturday Night)

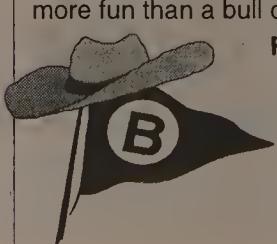
Come early for dance instruction • Bar's open at 6:00 p.m.

WHAT: This event (I modestly suggest) features my remarkable eighteen piece band, includin' a choir of heavenly and some not-quite-too-heavenly singers, and a hefty crowd of amazin' ringers. The music is designed to pry out all you closet lovers of western swing (and all you closet lovers, for that matter), to be done with yer own wife, not mine.

RULES: Walk in the door and cough up yer measly eighteen bucks. Stroll in and chow down on real food in real portions. You can go back to yer oddball diets tomorrow.

NOTES: This event also includes an instructor for any of you pokes who don't know how to do line dancin' or Texas two-step. If ya think you'll stand out like a tarantula on a piece of angel food cake, instruction can be done behind closed doors. Dag-nabbit, if Texans can do it, why cain't you?

SPECIAL NOTE: Fer any of you roadapples who ain't already stuck to some other boat club, this is a great chance to see why BYC is more fun than a bull on a barstool.



FINALLY, A WORD TO THE WISE:
Better git yer reservations in pronto to my pardner Lloyd at 510-649-0216 or you'll be out dancin' in the dark eatin' hay with the horses.

*Very sincerely, yer humble host,
DANDY DON DANGLEWOOD*



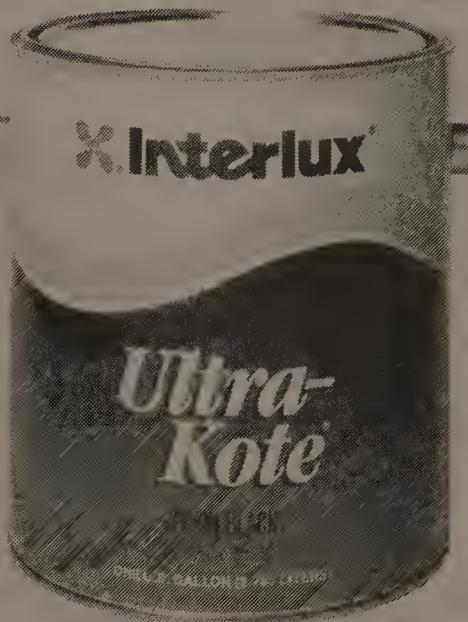
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The price, \$125 for the day, lunch included, aboard the *S.S. Jeremiah O'Brien*. Classes limited to 10 students, so sign up now.

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Saturday, March 23
Saturday, April 13

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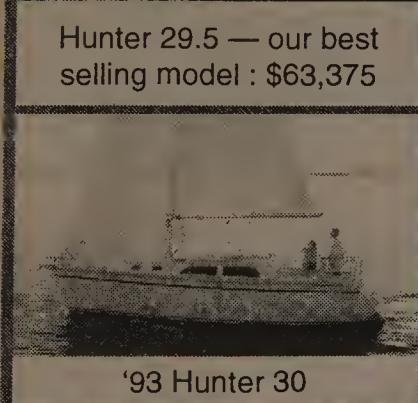
Hunter 29.5 — our best selling model : \$63,375



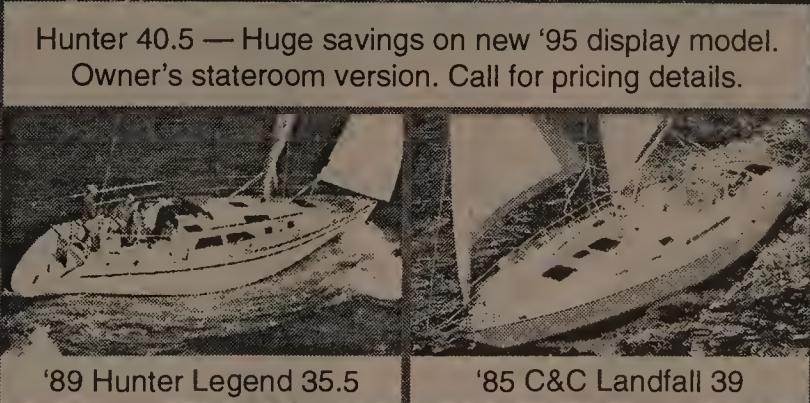
Hunter 40.5 — Huge savings on new '95 display model. Owner's stateroom version. Call for pricing details.



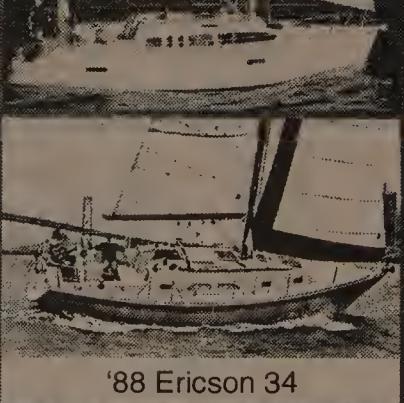
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'93 Hunter 30



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'85 C&C Landfall 39

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'94 Hunter 26 w/ trailer.....	\$24,400	'89 Hunter Legend 35.5.....	\$55,000
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'93 Hunter 30.....	\$59,950	'86 Crealock 37.....	\$135,000
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Financing notes: Payments shown with approximately 20% down payment; tax & documentation/registration additional; On approval of credit; term varies with boat. Call or stop in for complete details.

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An Evening with Gary Jobson

The Leukemia Cup Regatta Planning Committee invites you to come meet Gary Jobson, ESPN Commentator and former America's Cup Tactician.



Gary will show rare footage from his recent expedition to Antarctica. He is also the National Chair of the Leukemia Cup Regatta and will provide information regarding this upcoming event over Memorial Day Weekend.

Thursday, March 21
6:30 – 8:30 pm

Gabbiano's Restaurant
One Ferry Plaza
San Francisco
~ no host bar ~

RSVP:
Jennifer Priestley
(415) 543-9821

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REGATTA



CALENDAR

Nonrace

Mar. 1-3 — 10th Annual San Francisco Chronicle Great Outdoors Fair at the San Francisco Concourse, a collection of over 200 exhibitors of outdoor gear and adventure travel vacations. The show is bigger and better than ever, if somewhat lacking in the sailing department this year. Check it out anyway! Info, 777-7120.

Mar. 3 — Sail A Small Boat Day, co-sponsored by SBRA and Richmond YC. This in-the-water 'Dinghy Boatshow' is free and fun, especially if there's any wind! Bring a PFD and appropriate clothing if you want to testsail the merchandise. 11 a.m. to 4 p.m. on the Richmond Riviera. SBRA Hotline, (408) 264-7245.

Mar. 5 — Full moon.

Mar. 8 — "Designing, Building and Cruising a 45-foot Ferro Cement Sailboat," a free slide show by Eckart Shroeder. Stockdale Marine (Sacramento), 7:30 p.m. Info, (916) 332-0775.

Mar. 9 — West Marine Pacific Cup All-Day Preparation Seminar — all race participants are encouraged to attend! A full day of sessions covering sail selection, electronics, weather, safety and much more. \$10 fee includes lunch. Encinal YC (new location), 8:30 a.m. to 4 p.m.; Jon Rolien, 382-8281.

Mar. 9-10 — Hans Christian Owners Association Cruise to Angel Island. Joe or Sandie Tynik, (408) 776-0977.

Mar. 12 — Free 7-week USCG Auxiliary sailing and Seamanship course begins. Tuesdays and Thursdays, 7:30 p.m. at the Sausalito Cruising Club. Peter, 332-0501.

Mar. 12-13 — "Improving Your Boat's Electrical System," a seminar by Chuck Hawley. \$5 fee; 7 p.m. at the following West Marine stores: Palo Alto (3/12) and Oakland (3/13).

Mar. 13 — SSS Transpac Seminar: "Rigging and Emergency Repairs." At Oakland YC, 7:30-9:30 p.m.; Ed Ruszel, (707) 745-6979.

Mar. 15 — Beware the ides of March — tides, too!

Mar. 16 — Northwest West Marine Pacific Cup Preparation Seminar. At the Seattle Sobstad loft, 8:30 a.m. to 4:00 p.m.; Ned Flohr, (206) 285-2744.

Mar. 16 — "Expedition Antarctica" (Part #1) on ESPN, 1:30 PST. Part #2 airs on April 1 at 4:30 PST.

Mar. 16 — Formal Grand Opening of Atlantis Yacht Charters and Silver Dolphin Yacht Brokerage in Schoonaker Point Marina (Sausalito). 2-5 p.m.; refreshments will be served. Joanna, 332-0800, or Temple, 332-8676.

Mar. 16 — Spring Flea Market at the Stockton West Marine store, 9 a.m. to 3 p.m. Details, (209) 464-2922.

Mar. 16-17 — Islander 36 Annual Spring Meeting and Cruise to San Francisco YC. Rich Princeau, 365-3694.

Mar. 16-17 — Club Nautique Annual Open House and In-the-Water Charter Show. The festivities will occur at two different locations: on Saturday in Sausalito (415-332-8001), and on Sunday in Alameda (510-865-4700). Free sailboat rides out of Alameda on Sunday — everyone welcome.

Mar. 16-17 — Ericson 27 Cruise to Richmond YC. Al Gates, (510) 236-1473.

Mar. 17 — Oakland YC's Annual Open House and Saint Patrick's Day party. Everyone's welcome! OYC, (510) 522-6868.

Mar. 19 — Cruising Equipment Seminar, 7:30 p.m. at Berkeley YC. Christine Jackson, (510) 528-0172.

Mar. 19 — SF Bay Oceanic Crew Group meeting. Guest speaker is John Sprouse of West Marine, who will discuss safety equipment. Fort Mason Center, Room C-210, 7 p.m. Free and open to all sailors. Info, 979-4866.

Mar. 19-21 — "Rig Tuning & Surveying," a seminar by professional rigger Brion Toss at the following West Marine stores: South San Francisco (3/19); Oakland (3/20); Santa Cruz (3/21); Watsonville (3/21). \$5 fee; call the store for details.

Mar. 20 — Vernal Equinox — it's spring!

Mar. 20-24 — US Sailing Spring Meeting in Fort Worth, TX. Info, (401) 683-0800.

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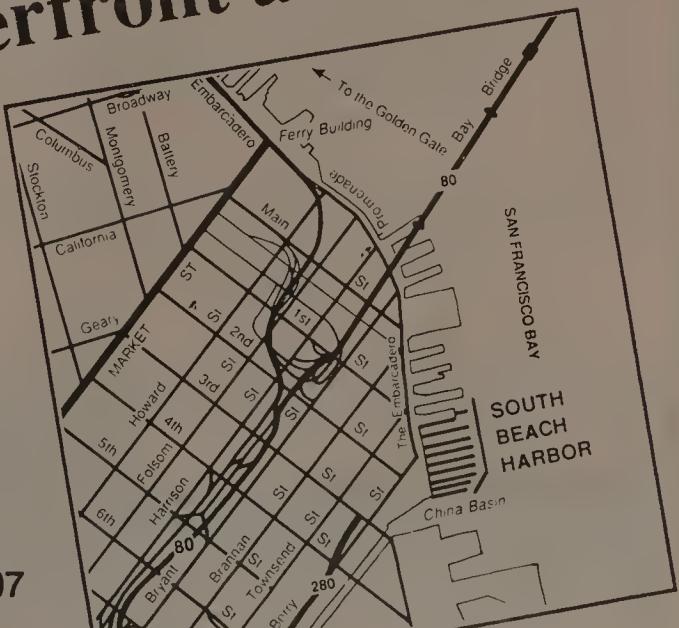
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CALENDAR

Mar. 21 — Leukemia Cup Reception, hosted by national chairman Gary Jobson from 6:30-8:30 p.m. at Gabbiano's Restaurant (behind the Ferry Building). All L-Cup competitors invited, as well as any other interested sailors. RSVP, Jennifer Priestley, 543-9821.

Mar. 21 — "Celestial Navigation 1A: Bonehead CelNav," a free seminar by Tom Luten. Berkeley YC; 7 p.m.; Christine Jackson, (510) 528-0172.

Mar. 22 — "Muav Returns to the Golden Gate," a free multi-media slide show by Richard and Janet Doell about sailing from Portugal through the Caribbean and Central America, and ultimately home. Oyster Point YC; 8:30 p.m.; optional dinner before. RSVP, 873-5166.

Mar. 22 — Open House (with refreshments) at ABC Yachts in Sausalito, 3 p.m. Stop by after work and meet the new managers! Info, 332-SAIL.

Mar. 23 — 4th Annual Northern California Women's Sailing Seminar. A full day of shoreside and on-the-water workshops for \$50; this year's theme is "Sailing With Confidence." Island YC; Lynette Harter, (800) 632-2350, ext. 2552.

Mar. 23 — Go-Fast Sailing Clinic at the friendly Morro Bay YC, 10 a.m. to 4 p.m. \$15 fee includes lunch (proceeds go to MBYC summer sailing program). Pre-register by calling Frank, (805) 772-2628.

Mar. 24 — OYRA Seminar: "Survival". Alternate rudders (Paul Kamen), liferaft deployment (Hewlett Marine), abandon ship drills (Coast Guard reps) and other skills you should know but hopefully never have to use. \$5 fee; Encinal YC; 10 a.m. to 5 p.m. Details, Betty Lessley, 892-6534.

Mar. 26 — "Rules, Protests and Appeals," a free seminar presented by various Bay authorities. Berkeley YC; 7 p.m.; Christine Jackson, (510) 528-0172.

Mar. 26-29 — "Provision Like a Pro," a seminar by Barbara Marrett. \$5 fee; 7 p.m. at the following West Marine stores: Sausalito (3/26), South San Francisco (3/27), Palo Alto (3/28) and Oakland (3/29).

Mar. 29-31 — Santa Rosa Boat, RV & Sport Show at the Sonoma County Fairgrounds. Info, (707) 528-6008.

Mar. 30 — Measurement Session and Tune-Up Races for Cal 20s, high noon at the Richmond YC. Hester Burn-Callander, 388-5116.

Apr. 2 — Latitude 38 Crew List Party at Richmond YC, 6-9 p.m. See the Crew List article for details, or call us at 383-8200.

Apr. 3 — Oakland YC Educational Seminar: "Medical Emergencies at Sea (and How to Handle Them)", presented by Karin Selbach. 7 p.m. at OYC; free; info, Milton Tanner, (510) 881-4860.

Apr. 3 — "South Seas Primer In Person," an evening with Jim and Sue Corenman of Heart of Gold fame. 7-9 p.m. at the Pineapple Sails loft (Oakland). Free! Details, (510) 444-4321.

Apr. 4 — Latitude 38 Crew List Party at Corinthian YC, 6-9 p.m. Same drill as April 2, but a different venue.

Apr. 6 — Sausalito West Marine Flea Market — nautical stuff only! 8 a.m. to 2 p.m.; earlybirds encouraged! Bobbi, 332-0202.

Apr. 6 — Boating Safety Day '96, presented by PICYA, USCG Auxiliary and other boating clubs. Russ Robinson, (408) 253-2529.

Apr. 6 — Pineapple Sails Race Clinic at Berkeley YC for select one design classes. Details, (510) 444-4321.

Apr. 11 — "How Do I Know It Ain't Broke — The Engine Survey," a presentation by Terry Mecham. 7 p.m. at Waypoint (Alameda); free. RSVP, (510) 769-1547.

Apr. 11 — "Currents and Tides at the Bay Model," by tidemeister Kame Richards. If you've never seen the Bay Model (in Sausalito) or Kame's show, this is a great opportunity! \$15. Details and RSVP, Betty Lessley, 892-6534.

Apr. 11 — An Evening With Dawn Riley, presented by Latitude 38 and Corinthian YC. See Sightings. Details, 388-5090.

Apr. 12 — "Sailing on Lake Powell," a free slide show by Ray Alsup. Stockdale Marine (Sacramento), 7:30 p.m. Details, (916) 332-0775.

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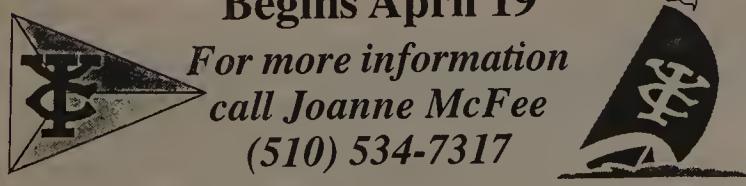
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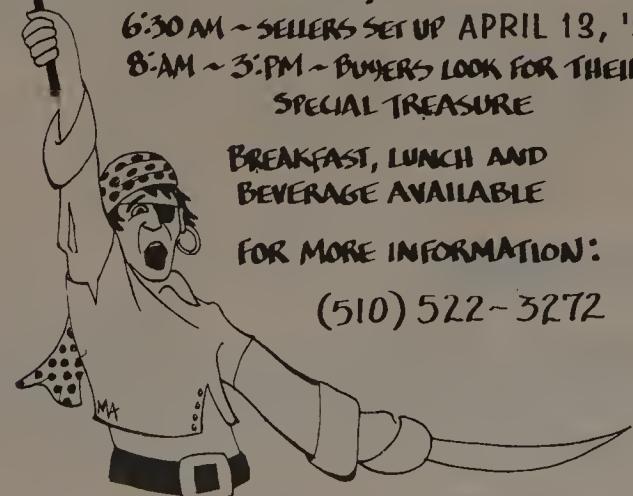
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CALENDAR

Apr. 13 — Sail Week Sailboat Show, 9 a.m. to 5 p.m. at The Foredeck (Rancho Cordova). Safety seminars, manufacturer's reps, sailmakers, etc. Free! Info, (916) 635-1932.

Apr. 13 — Nautical Flea Market at Encinal YC, 8 a.m. to 3 p.m. Info, (510) 522-3272.

Apr. 13-14 — Marine Flea Market at Seapower Marine (by the Park Street Bridge in Alameda), 10 a.m. to 5 p.m. both days. Info, (510) 534-1550.

Apr. 20-21 — Corinthian YC Women's Sailing Seminar — Basic Sailing Skills. Learn without intimidation! Series continues on May 17-18. Details and registration, Kay Rudiger, 381-4758.

Apr. 21 — Marine BioDiesel League Sail-In to Ayala Cove, Angel Island, 12-4 p.m. A raft-up for sail and powerboats using SoyDiesel alternative fuel. Food, fun, festivities. RSVP, (510) 233-6660.

Apr. 20-28 — Spring In-the-Water Boatshow at Jack London Square. NCMA, (510) 834-1000.

May 5 — Opening Day on the Bay. PICYA; Burnett Tregoning, 388-8327.

Racing

Feb. 28-Mar. 3 — 55th Southern Ocean Racing Conference (SORC), a five-day round-the-buoys regatta out of Miami Beach Marina. Over 150 boats are expected in this one design oriented series, which not so long ago consisted of some fairly tough distance races spread out over six weeks. Info, (305) 532-2268.

Mar. 1-3 — Heineken Regatta in St. Maarten.

Mar. 2 — Perry Cup Series. Last three races (out of 18) for this Mercury midwinters. Monterey Peninsula YC; Dick Clark, (408) 624-6482 (w)

Mar. 2-3 — Spring Keel Regatta for Etchells, Express 27s, Melges 24s, Moore 24s, 11-Metres, J/24s, J/29s and J/80s. StFYC, 563-6363.

Mar. 2 & 9 — Kurt Zane Regatta, a three-race, non-spinnaker regatta for Catalina 30s. Island YC; John Jacobs, 292-6499.

Mar. 3 — Champion of Champions for class winners of the BYC/MYCO Midwinters. Bobbi Tosse, (510) 939-9885.

Mar. 8, 1986 — Ten Years After: Merlin, Donn Campion's venerable Lee 67 Merlin obliterated the Año Nuevo course record, covering the 80-mile race track in just 7½ hours. None of the 15 boats in the windy race set spinnakers — it was a tight reach in both directions — and most boats only tacked once, at the Año Nuevo turning mark. Corrected time winners were Bob Brockhoff's J/41 Liquid Sky in Division A, and Mike O'Callaghan's Moore 24 Wet Spot in Division B.

Merlin's record was subsequently eclipsed in 1994 by Blake Quinn's SC 70 Holua. Their blazing 7 hour, 17 minute, 35 second time may stand forever because the traditional Año Nuevo course was 'retired' after that running. These days, the downsized race starts in Santa Cruz and ends in Monterey, cutting off about 20 miles of beating. "What's up with this?" complains rockstar Hiram Gunn. "Ocean races just keep getting wimpier every year! Are we not men?"

Mar. 9 — Jester Frog Regatta. Bobbo Larsen, (408) 475-7107.

Mar. 9-10 — Big Daddy Regatta for PHRF boats up to 168. This year's theme is "Racing Away to Margaritaville." Richmond YC; Steve Bates, (510) 527-6563.

Mar. 9-10 — Spring Dinghy Regatta for 505s, I-14s, Lasers, Laser Radials and "any other dinghy classes who are organized enough to call and beg us for a start." StFYC, 563-6363.

Mar. 12-16 — 32nd Annual Congressional Cup, hosted by Long Beach YC and sailed in identical Catalina 37s. Defending champion Chris Low will face JJ Isler, Peter Isler, Marc Bouet, Peter Holmberg, Scott Dickson (brother Chris may serve as tactician), Gavin Brady and Robbie Haines. Dave Millett, (714) 373-6116, ext. 3226.

Mar. 16 — Montgomery Securities Regatta, five races for 11-Metres off St. Francis YC. Mike Ratiani, 674-9647.

Mar. 16-17 — Spring One Design Regatta for Santana 35s, J/35s, J/105s, J/29s, Olson 30s, Newport 30s and Etchells. StFYC,

SAIL

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37' Express	92,500
37' Grand Soleil	59,500
37' Baltic	89,900
38' Baltic	2 starting at 114,000
40' One Ton	35,000
42' Baltic	2 starting at 159,000
43' Hans Christian	200,000
45' Custom S & S	119,000
456 Custom Beneteau	198,000

37' EXPRESS



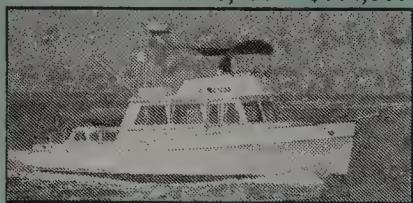
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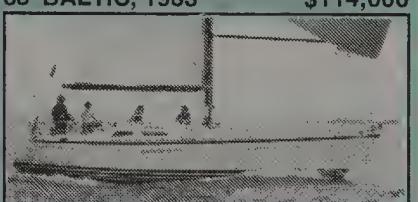
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This Frers design has a spacious interior layout featuring a centerline queen berth and stall shower in the private owner's stateroom. Her generator, air-conditioning and deck layout including electric winches, make her the perfect cruising Swan. Nautor's robust construction and her full keel make her an ideal offshore yacht. Offered for sale by her original owner and priced well below any other Swan 59. This is truly an outstanding buy at \$595,000. Call us today for specifications and an appointment for a private showing.



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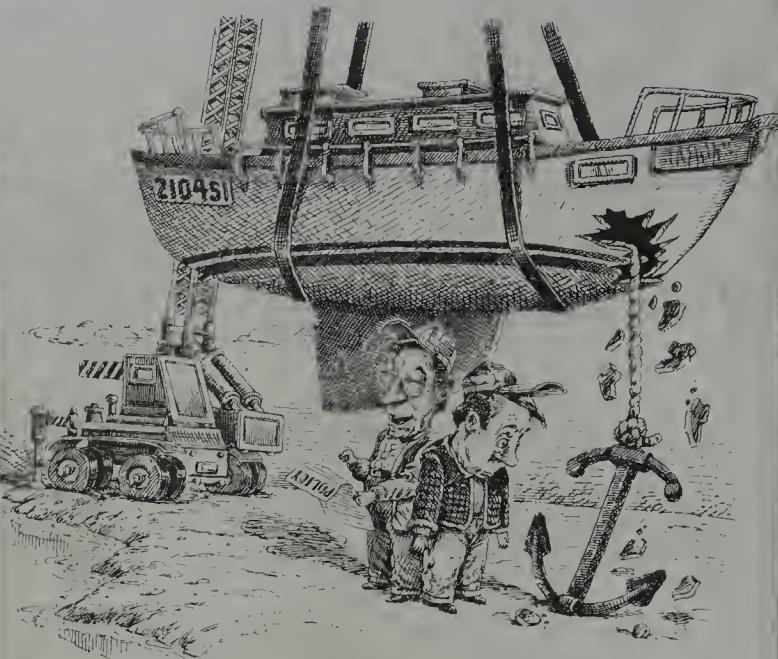
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CALENDAR

563-6363.

Mar. 17 — Shellabarger Race, an all-women PHRF contest for boats over 18 feet. Open to all woman sailors! San Francisco YC; Julia Yost, 435-2756.

Mar. 23-24 — Spring Tune-Up for J/105s, J/35s, Santana 35s and 99 raters. San Francisco YC; John Scarborough, 781-8535 (days).

Mar. 23-24 — San Francisco Cup. St. Francis will defend the Cup against San Francisco YC. Boats to be announced (probably Express 37s). StFYC, 563-6363.

Mar. 24 — Rites of Spring Race, a shorthanded race in the East Bay. Oakland YC, (510) 522-6868.

Mar. 29-31 — Melges 24 PCCs at San Diego YC. Brian Hutchinson, (619) 743-3278.

Mar. 30 — Guadalupe Race, a 630-mile biennial singlehanded lap from Marina del Rey to Guadalupe Island and back. Open to monohulls and multihulls, the race is a SoCal qualifier for the SSS TransPac. About 10 boats are expected to compete. Pacific Singlehanded Sailing Association; Frank Ross, (310) 336-6919 (work).

Mar. 30 — SSS Singlehanded Farallones, a local rite of passage. Shama Kota, 332-5073.

Mar. 30-31 — Wheeler Regatta. Two races on Saturday for PHRF boats and sportboats, followed by a pursuit race on Sunday. Berkeley YC; Jeannie Mariscal, (510) 733-9033.

Mar. 30-31 — Zellerbach-Elvstrom Regatta, a Cityfront dinghy-fest for Finns, Euros, IMCOs, Lasers, Laser Radials and Laser IIs. StFYC, 563-6363.

Apr. 6 — Doublehanded Lightship Race, a benefit for the Cerebral Palsy Foundation. Island YC; Pam Krawiac, (510) 339-9451.

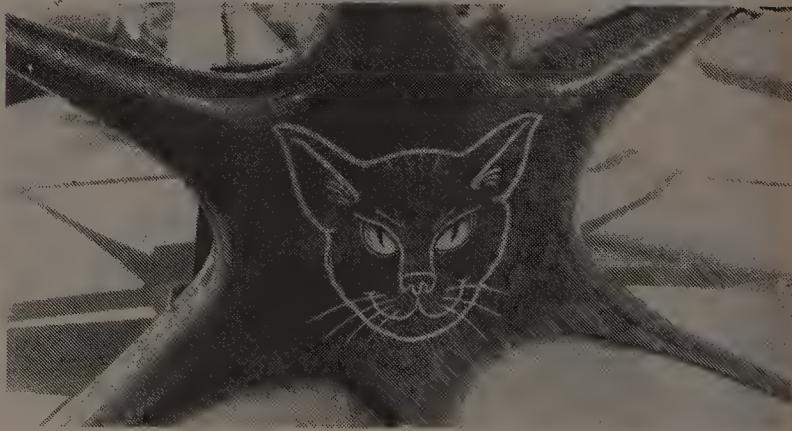
Apr. 12 — Corinthian YC Friday Night Races begin. Look for a full listing of Bay Area beer can races in next month's Calendar. CYC, 435-4771.

Apr. 13 — Lightship Race, the season opener for OYRA. Don't forget to check in on the radio before you start! StFYC, 563-6363.

Apr. 13 — Bullship Race for El Toros. Diane Kroll, 592-0242.

Apr. 13 — 34th Año Nuevo Race, hosted by Monterey Peninsula YC. Dave Morris, (408) 659-7556.

Apr. 13-14 — Resin Regatta for 14 one design classes. San Francisco YC; Bob Christensen, 456-1958.



Wheel of fortune.

Apr. 19-21 — Ski-Sail National Championships at Lake Tahoe. Ralph Silverman, (916) 525-SAIL.

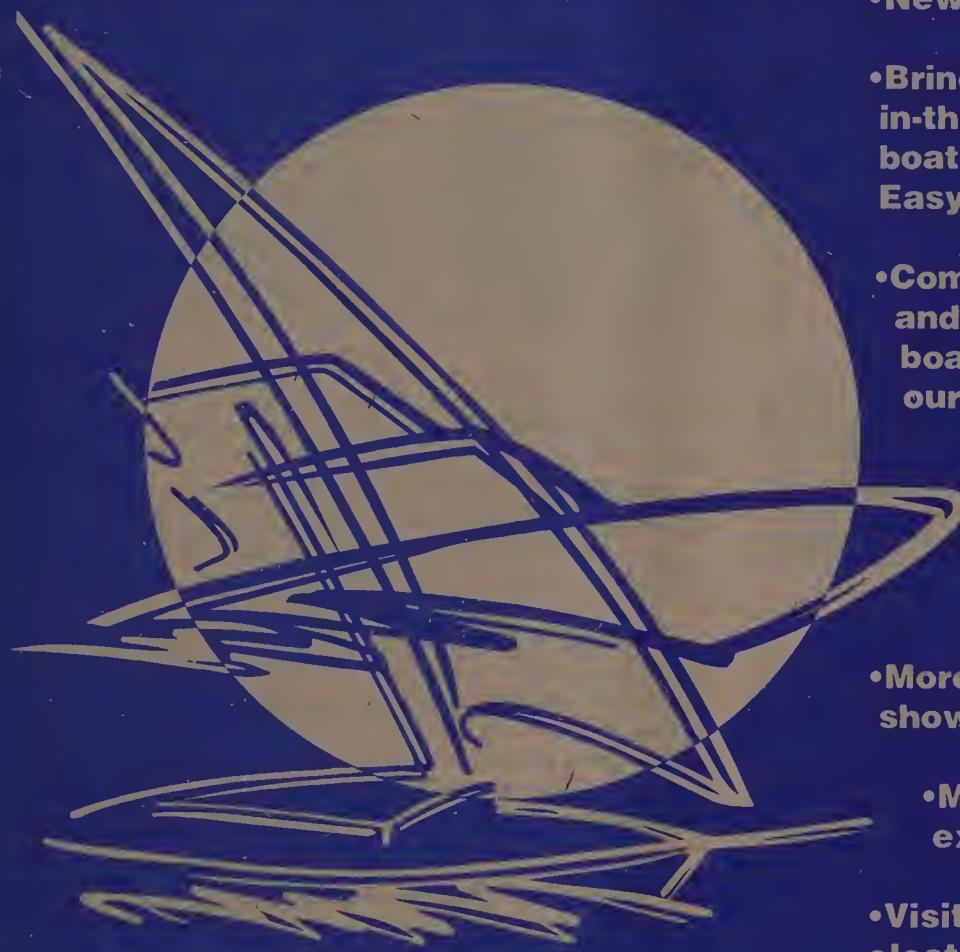
Apr. 20 — Doublehanded Farallones, hosted by the Bay Area Multihull Association (BAMA). Peter Hogg, 332-5073.

Apr. 20-21 — Citibank Spring Cup at Pier 39, a dash for cash for the 11:Metre fleet. Larie Mott, 705-5421.

Apr. 26 — 49th Annual Ensenada Race. NOSA, (714) 435-9553.

Apr. 27-28 — Vallejo Race. YRA, 771-9500.

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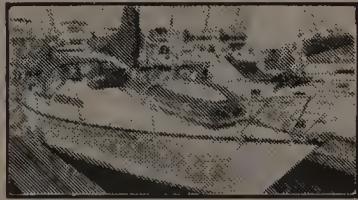
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**41' C&C, 1987, Deliberate	109,500	**30' J/30, 1980, Rakish	24,900
**38' Wilderness, 1981, Falcon	75,000	* 29' J/29, 1984, Thunderbolt Greaserapper	24,000
* 37' J/37, 1987, Ancient Love	94,500	**29' J/29, 1984, Team Tahoe	24,000
**35' J/35, 1990, Rocketeer	89,000	* 27' Express, Loose Cannon	18,500
* 35' J/35, 1989, Redline	SOLD	**25' Olson, 1984, Fast Tango	15,000
**35' J/35, 1984, Rival	64,900	* 24' J/24, 1995, Nations Cup	25,000
* 35' J/35, 1984, Cosmic Muffin	50,000	* 24' J/24, 1989 T.I.E.	26,500
* 35' Santana, 1982, Great Expectations ..	25,000	* 24' J/24, 1986, Bohica	11,250
* 35' Santana, 1979, 50/50	32,000	* 24' J/24, 1981, #1977	9,000
* 35' C&C MKIII, 1984, Fast n' Free ..	52,500	* 24' J/24, 1980, Vixen	8,500
* 35' C&C MKIII, 1985, Enterprise ...	58,500	* 24' J/24, 1979, Jaw Breaker	7,500
* 35' Hinckley, 1957, Allegro	55,000		
* 35' J/105, 1992, Blackhawk	94,750		
* 35' J/105, 1992, Jest	94,500		
* 34' Express 34, 1987, Marrakesh ...	SOLD		

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CALENDAR

Remaining Midwinter Races

BERKELEY YC — Chowder Races: 3/23 (date changed to avoid conflict with Wheeler Regatta). Paul Kamen, (510) 540-7968.

ENCINAL YC — Jack Frost Series: 2/17, 3/16. Dan Fleming, (510) 522-4718.

GOLDEN GATE YC — Seaweed Soup Perpetual: 3/2. Jeff Zarwell, (408) 275-1367.

LAKE MERRITT SC — Edna Robinson Memorial Midwinters (dinghies only): 3/10. John Hege, (510) 832-4261.

OAKLAND YC — Brunch Series: 3/10. April Storrs, (510) 638-3931.

RICHMOND YC — Small Boat Midwinters: 3/2 (awards ceremony to follow). Kim Desenberg, (510) 523-8330.

SANTA CRUZ YC — Midwinters: 3/16. Eric Malmberg, (408) 685-3305.

SAUSALITO CC — Midwinters: 3/16. Gordon Douglas, 332-0717.

SAUSALITO YC — Midwinters: 3/3 (party afterward). Peter Gibson, 383-7809.

SEQUOIA YC — Midwinter Pursuit Races: Every Sunday through April 17. Randy Hough, 365-6383.

SOUTH BAY YRA — Winter Series: 3/16. Mike Dixon, (510) 635-5878.

SOUTH BEACH YC — 'IAOTIO': Pursuit races every Saturday throughout the winter. SBYC, 495-2295.

TIBURON YC — Midwinters: 3/16-17. Hans Bigall, (707) 765-2949.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Street, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

March Weekend Currents

date/day	slack	max	slack	max
3/02Sat		0212/2.4E	0536	0827/2.8F
	1116	1419/4.1E	1814	2115/3.4F
3/03Sun	0016	0244/2.8E	0613	0903/3.0F
	1157	1455/4.2E	1848	2142/3.5F
3/09Sat		0031/2.9F	0328	0639/4.0E
	1014	1312/2.9F	1628	1905/2.8E
3/10Sun	2207			
		0118/2.5F	0411	0730/4.0E
	1114	1411/2.7F	1735	2000/2.4E
3/16Sat	2301			
		0122/3.1E	0447	0740/3.4F
	1033	1337/4.8E	1726	2027/4.2F
3/17Sun	2333			
		0211/3.7E	0538	0832/3.8F
	1129	1428/4.9E	1811	2109/4.3F
3/23Sat		0029/2.7F	0328	0630/4.1E
	1027	1320/3.0F	1641	1859/2.4E
3/24Sun				
	2230	0116/2.2F	0412	0718/3.7E
	1126	1420/2.6F	1742	1951/1.9E
3/30Sat	2329			
		0103/2.3E	0434	0725/2.4F
	1008	1306/3.5E	1700	2004/3.1F
3/31Sun	2300			
		0138/2.8E	0514	0805/2.8F
	1056	1348/3.7E	1736	2034/3.3F
	2334			



Pictured left to right are Art Ball, Jeff Trask, Chris Corlett, Ed Milano and Stacy Hooker.

That someone is a current 'J' owner, or a member of an owner's family or crew. Only they can assure you that we have fulfilled our mission to enhance their joy in sailing, no matter what the size or purpose of their boat, whether cruising, racing or daysailing, and no matter who they sail with, be it spouse, friends, family or solo.

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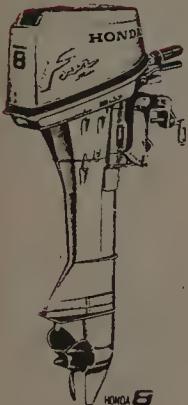
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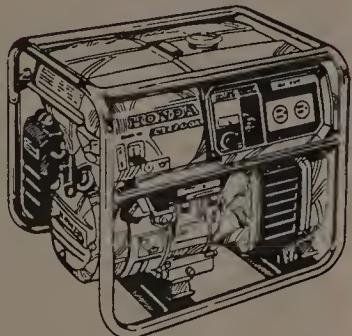
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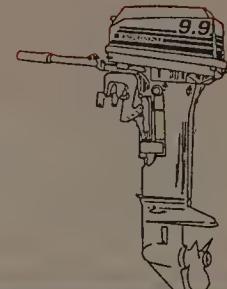
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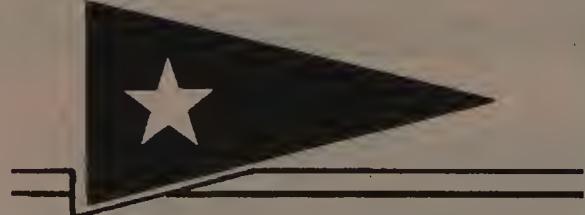
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LETTERS

↑↑MANY CHARTS ARE 100 YEARS OLD

We're contemplating our departure for the South Pacific soon and have become concerned with the dangers of navigating the many narrow coral passages at night.

In *World Cruising Routes*, author Jimmy Cornell indicates that many charts are 100 or more years old, haven't been updated, and that errors of two to four miles are common.

Can you or your readers shed any light on how to handle this? Is there any clearinghouse for updated information?

Jim Nerison
Laveen, Arizona

Jim — Jimmy Cornell, who we had the pleasure of meeting at the end of the ARC rally in December, is correct on all counts. If you want further confirmation, check out the Changes from Another Horizon in this issue.

To give you an idea of how ancient some of the more popular cruising charts are, here are a few examples: The Northern Sea of Cortez chart is based on data collected by the U.S. Navy in 1873-75; the Nuka Hiva chart is based on work the French did in 1881; the Pitcairn and Henderson Islands charts are based on data from the British Navy in 1825 — that's right, not 1925. If we're not mistaken, a few charts are still based on the work of Captain Cook's cartographer, the latter to be infamous Captain Bligh.

While the people who made these charts were dedicated and skilled with their sextants and chronometers, that equipment simply doesn't have what it takes for precision cartography. As such, it's extremely common for points, reefs and such to be mischarted by a quarter mile — and even much more. And as we've noted several times in these pages, foolishly accepting the charts as being totally accurate — especially when used with GPS — has caused more than a few cruising boats to come to grief.

There are three common solutions to navigating narrow coral passes at night. The first is to negotiate such passes carefully using a combination of GPS, radar and depthsounder. Depending on the pass, this can still be very risky. The second solution is to rely on 'waypoints' provided by cruisers who have already been there with GPS. Just about everywhere you go now, from the Central American Coast to across the Pacific, you can find GPS coordinates for important and/or dangerous points, reefs and such. In last year's interview with TC Vollum, she reported blindly sailing to Niue on the strength of a GPS waypoint provided her by another cruiser. She made it, but she came close enough to wrecking her boat that it scared the hell out of her.

As much as we appreciate the benefits and convenience of 'new technology', often times the third or 'old solution' is the best. That solution is to simply not to allow yourself to be caught in narrow coral passes at night. God knows such passes can be dangerous in even ideal conditions with the sun directly overhead.

↑↑THE POSSIBILITY OF A LONG DRIFT

I'm responding to your query about One More Item — the piece in which you asked folks what item they'd grab if their boat was sinking and they only had time to grab one thing.

Suppose that I didn't have a damn thing in my liferaft. If I had preservation — and the possibility of a long drift — on my mind, I'd grab the plastic water bottle that should be barely floating out the companionway right about then.

If I were thinking of immediate rescue, I'd snag the handheld radio or flares, which I keep in the lazarette for just such emergencies. (I'm supposing the EPIRB was not activated automatically.)

Funny thing: when I finished reading your question, I realized that we really want and need 'it all', and that nearly every little thing is important for something — which is why we brought it aboard! So there's hardly a wrong answer.

When my wife and I took a trip, we made a list and stuffed a sail

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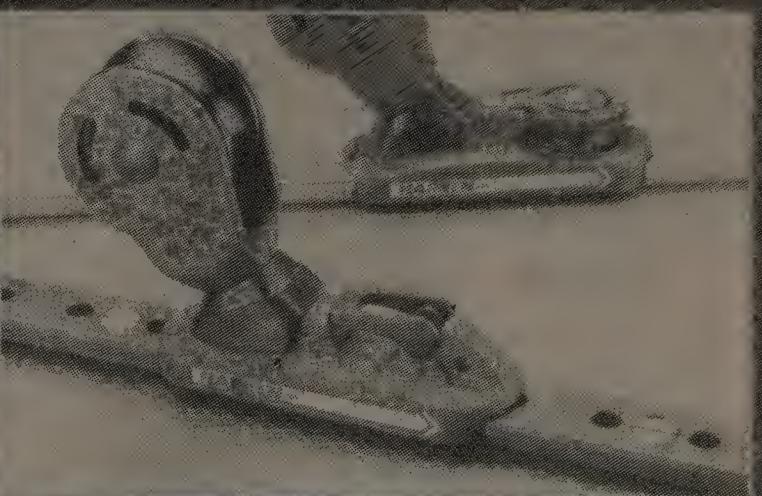
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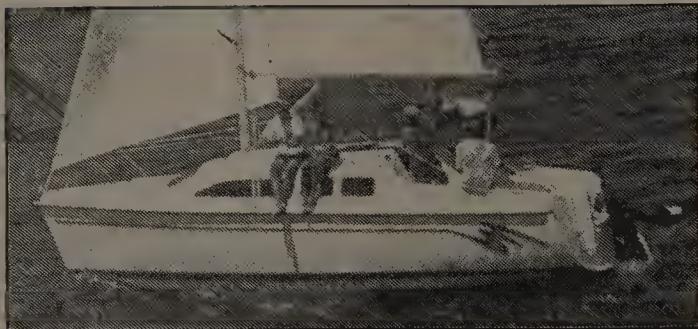
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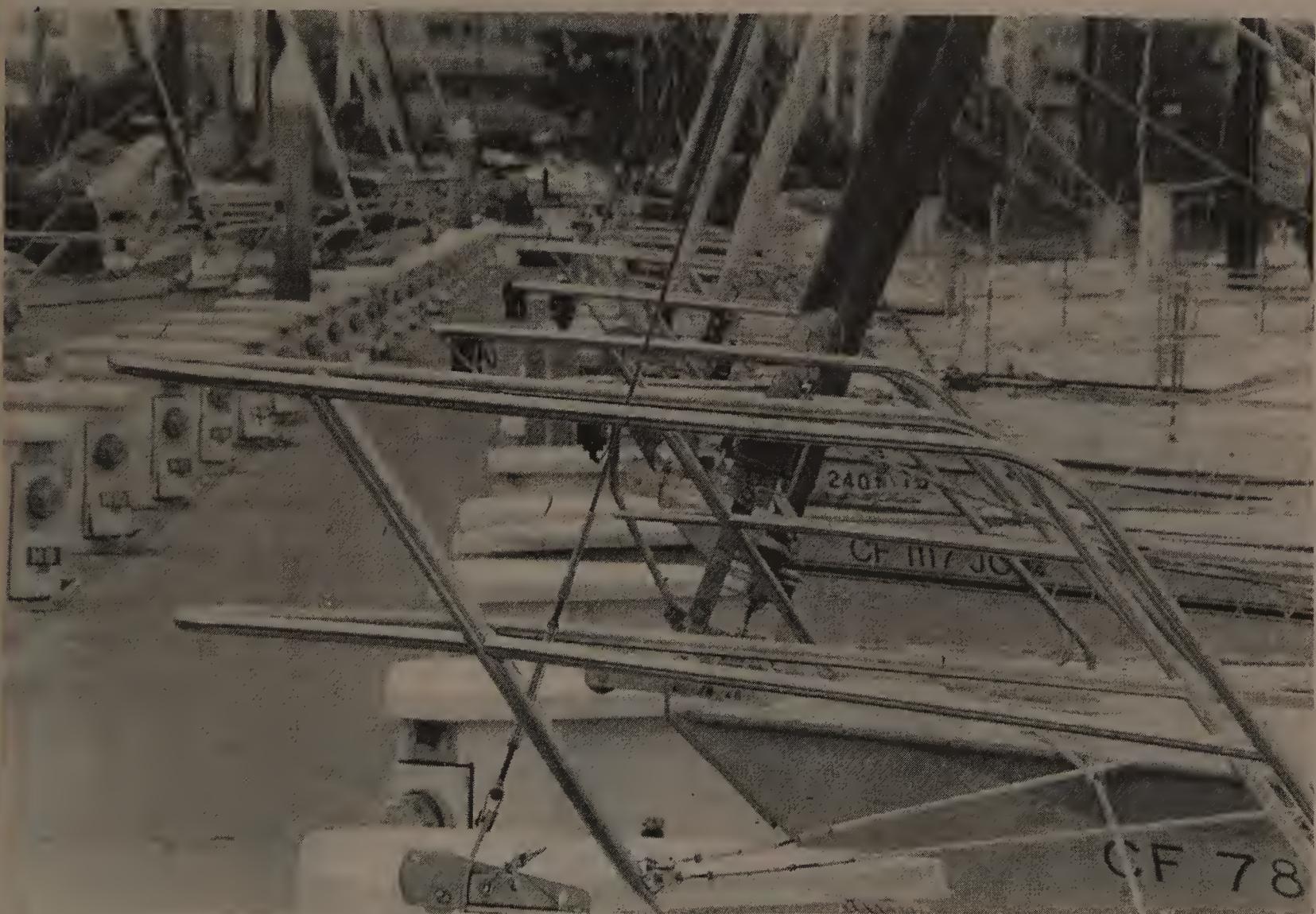
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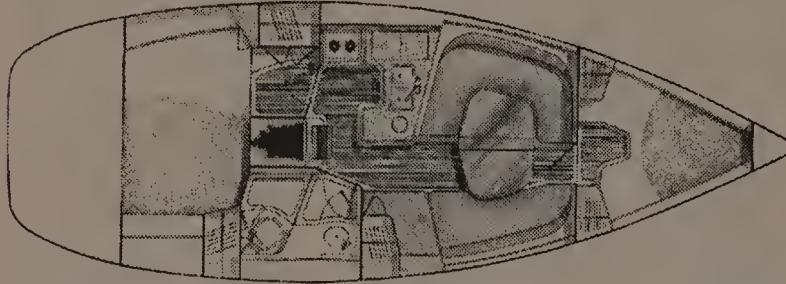
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LETTERS

bag with a little of everything — down to smokes and a lighter packed dry in a Ziploc. The bag was manageable in size and weight, and stowed in a cabin hatch which could be reached from the companionway while on deck or on the way out of the cabin in a hurry.

Without a junk bag like that, you're just screwed, having to grasp at what may float by — or worse, diving for something you probably won't find. You'll be left needing a lot, down to the dry cigarette you wished you had more than anything else as you tearfully watched your precious boat slip below.

Doug Richardson
Monterey

Doug — Sorry, but we're going to have to give you a failing grade. In our opinion, the only correct answer is to grab the 406 EPIRB. If you lose your boat, by far the best way to "preserve" your life is to be rescued within hours. And there's nothing that will make that happen faster than a 406 EPIRB.

Without an EPIRB, you could be out there for days, if not weeks, before anybody even realizes that you have a problem. And what's the point of trying to light damp cigarettes while being tossed around in a little liferaft — when the alternative is eating, drinking and sleeping well aboard a big ship carrying you toward a major port?

In fact, if we were in warm water and the choice was between grabbing a valise liferaft or a 406 EPIRB, we'd go for the EPIRB. There have been several cases — in Alaska, if we're not mistaken — where fishermen with nothing but a survival suit and EPIRB have been rescued.

Our personal opinion is that anybody who goes to sea without at least one 406 EPIRB is guilty of gross negligence. EPIRBs are part of the great international system for coming to the aid of those in peril at sea, and has proven itself over and over. The relative cost of looking for boats that might be in trouble but don't have 406s is, by comparison, astronomical.

RUN DOWN AT NIGHT

Plant a tree in memory of those lost from the *Melinda Lee*? No! Let's save some lives and get the laws changed.

I've read almost every issue of *Latitude* since the mid '70s, but have never felt compelled to write in to compliment your good work and the hours of pleasure I've received keeping my sailing dreams fresh. But the letters in the February issue regarding the sinking of the *Melinda Lee* by a freighter and the tragic loss of three lives, and your editorial comments that this and similar incidents could be avoided if the Coast Guard and international authorities allowed the use of more currently available lighting technology, prompts this letter. Why not use the power of *Latitude* to promote a change in the laws? Why not establish a forum in your magazine for:

1) The manufacturers of lighting equipment to respond with suggestions, test information, and what would be possible if laws permitted it. What is the lighting technology that is available that would have saved the *Melinda Lee*?

2) Sailors of all levels of experience to come forward with their experiences, comments and suggestions.

3) The Coast Guard and other authorities to respond — and hopefully give some direction on how to proceed to change the laws.

Maybe I'm naive, but I believe that there is much more persuasive worldwide power in your readership than you might think, and that *Latitude* could help bring about the needed changes. After all, there are lives to be saved.

Chuck St. John
Northern California

Chuck — The lighting technology that would help avoid collisions between ships and boats is very basic. The running lights on recreational sailboats are so dim that the boats are difficult to see from

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—Herman Melville, 'Moby Dick', Chapter XXVI



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is the National Governing Body for the sport of sailing and only schools and instructors meeting the highest standards are able to offer its certifications.



- **Are upper level classes offered?** — You may decide you want to go bluewater cruising. Does the school offer *certified* courses to the highest level you desire? Ask how often ocean classes are taught and check out the boats they're taught aboard.

- **Visit the school before you sign up.** — Tour the facilities and the boats you'll be learning on. Are they new and well maintained? Are the sizes appropriate for the courses you'll be taking? (You didn't learn to drive in a bus.) Are there classrooms for navigation courses and other ground school classes?

- **Is your training guaranteed?** — If you need additional training to pass your certification, will the school provide it for free?

- **Ask about the instructors.** — Are they US Coast Guard licensed? (By law, they must be.) Are they US SAILING Certified? This isn't a must, but it is an excellent indicator of a professional instructor.

- **Are the courses of adequate length?** — Generally, longer is better and several days back-to-back are more effective than multiple short sessions. Remember, your goal is to graduate as a competent sailor, not simply walk away with a diploma.

- **Is the location convenient?** — Your objective is to learn to sail, not waste time aground in the mud flats. And, you will learn more if you don't get immediately pasted by gale force winds in a beginner class. Look at the school's location with a perspective of appropriate sailing grounds and marina facilities, not how close it is to home. A few extra minutes on the freeway can save you a lot of wasted effort on the water.

- **What is the school's reputation?** — Talk to some sailors and ask them what they think of your choices. When you visit the school, observe a class, or talk with current or past students.

- **Do it now!** — There's no reason to miss another season.

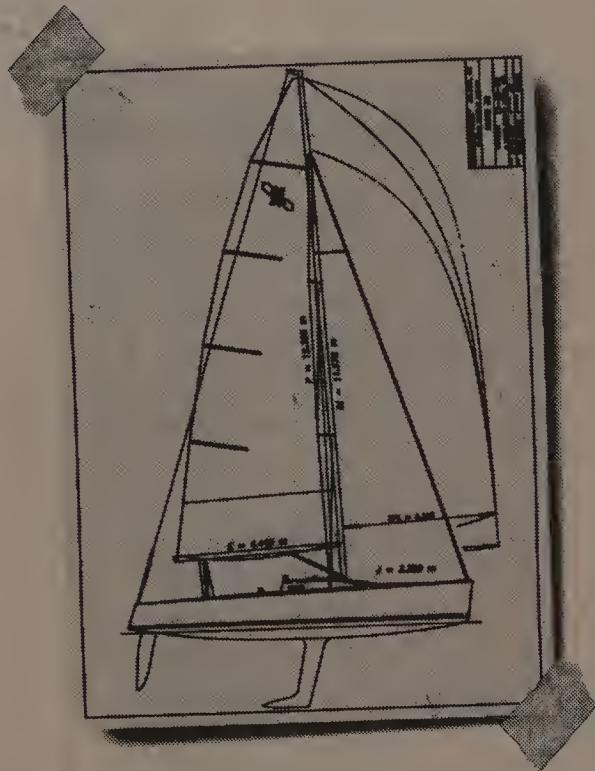
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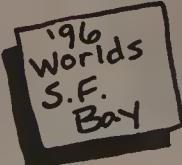


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LETTERS

the bridge of big ships — even in ideal conditions. So if recreational vessels were permitted to use a strobe when say 10 or more miles offshore, that would be a big step in the right direction. Right now that's illegal — but a lot of sailors do it anyway, and a lot of ship captains are grateful for it.

Secondly, the lights on big ships also need to be made brighter. There is no excuse, for example, for a big ship to be 'sneaking up' on any other vessel in clear weather. Further, perhaps big ships should be required to show a five second laser beam directly ahead every 60 seconds if they plan to stay on that course. And a different colored laser should be shown if they intend to turn; like a turn signal on a car. The lasers shown put on at night in San Francisco are easily visible many miles away. Heck, they made the hotels in Las Vegas turn off their lasers because they were blinding pilots of commercial airliners.

No, the technology is not the problem. The problem is going to be getting the head of the Coast Guard's Marine Safety Department off his or her duff and realizing that people are needlessly dying because he or she isn't being dynamic enough in their job.

Different people are good at different things. We at Latitude like to think we do a reasonable job of identifying problems in recreational maritime activities and suggesting solutions to those problems. But the paper pushing, the agenda setting, the meetings, and all the stuff necessary to make those changes are like kryptonite to us. Folks who thrive and excel in those areas will have to take it from here, because we're incapable.

SENTIMENTAL VALUE

With the death of my father, I have recently become the owner of his boat. She's a 38-ft steel ketch currently in Zihuatanejo, Mexico. I don't have the time or sailing experience to deliver her back to the Bay Area, so I'm looking into having her trucked back. It seems to be cheaper to have a boat trucked than it would be to hire a crew to do it. An additional factor is that the boat is not in pristine condition.

I'm hoping you can help me with this situation by telling me whom I might contact and how much such an undertaking would cost. The boat's monetary value may not be great, but her sentimental value is immeasurable. We'd like to get her back safely.

Cameron Wilder
Seaside

Cameron — We wish we had a cheap and economical solution for you, but we don't.

If the boat is only cosmetically in poor condition but has a reliable engine and decent sails and rigging, you could probably get somebody to deliver her back to San Francisco for under \$7,500. We're figuring almost \$2/mile for about 2,000 miles, plus the expenses of airline tickets, food, fuel and so forth. The risk is that breakdowns along the way could easily double that figure.

The only one we know trucking boats from Mexico to the States is Ed Grossman of Marina San Carlos. Give him a call at 011-52-622-61062 and see if he might be willing to truck her. There's no yard near Z-town, so the boat would have to be taken to Lazaro Cardenas or Acapulco to be lifted out and onto a truck, which would involve additional expenses. And for all we know, Mexican red tape might make such an idea impossible. So don't hold your breath.

A third alternative would be to have someone deliver the boat from Z-town up to Grossman's yard in San Carlos, and then have Grossman truck her from there to San Francisco. What makes this a little more attractive is that getting a boat from Z-town to San Carlos is usually a pretty easy trip, and that there are lots of competent cruisers in Mexico eager to make a buck. But it's still not going to be cheap, and it's still not without the possibility of unforeseen additional expenses.

And should you come to the conclusion that it's too expensive to bring the boat back, you've still got a big problem. Selling such a boat

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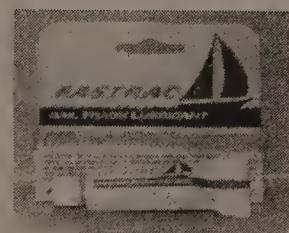
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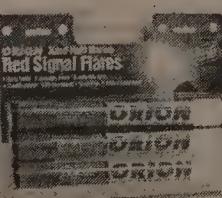
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LETTERS

in Mexico — even to an American — would have to be done on the sly, and the market for less than pristine steel ketches in Mexico is very thin.

We're sorry about your father's death, and we're sorry we can't think of any better solutions.

↑↑ FELL IN LOVE WITH HER

I'm looking for information on the Baba 30 cutter. The one I saw was probably built about 15 years ago and looks similar to the Hans Christian designs. I've only had a quick look inside her, but I'm in love with her!

The owner said he might be selling her in order to buy a larger yacht. I told him that I would be very interested — so now I want to know more about the design. These type of yachts are not common in this part of the world, so I thought you might be able to help or tell me who might.

Ian Tilson
Box 53 - 000
Auckland, New Zealand

Ian — Designer Robert Perry would probably be able to help, since he's one of the two 'Ba's' in Baba. You can reach him at (206) 789-7212.

↑↑ WHERE ARE YOU HEADED?

I'm off to Eritrea and hopefully the resumption of my journey up the Red Sea with my Columbia 8.7 Joshua H.

Having written of my difficulties with a Hurth transmission and a Universal engine in an earlier edition of *Latitude*, I want to report that I received a tremendous amount of technical advice — and encouragement — from Tom Coons of Morro Bay and Herb Lundin of Santa Cruz. Both are outstanding examples of the camaraderie and helpfulness that's found in the sailing community. My heartfelt thanks to them.

I also want to recognize the folks at West Marine in Watsonville, particularly Bev Omatic and Joe Norris. They 'made things happen' so I could get ready to return to my boat.

I hope to be reading the next issue of *Latitude* somewhere in the Med, and will keep you informed of Josh and my adventures. But no doubt about it, you guys put out the finest sailing magazine in the world.

Jim Hagen
Santa Cruz

Jim — Bev Omatic? You're pulling our leg, right?

As for everybody else out there, if you haven't sailed much, aren't rich, but still dream of sailing around the world, Jim Hagen is your role model. If we remember correctly, he didn't start sailing until in his 50s; bought a well-used boat of modest size and expense; and as they say at Nike, 'just did it!'

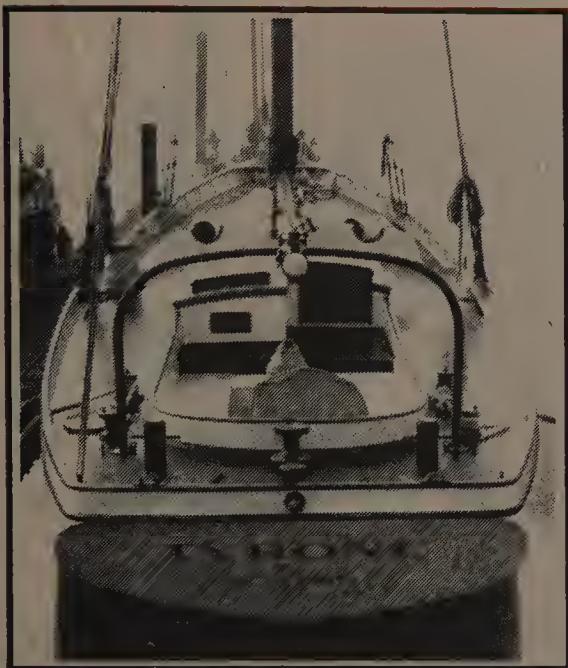
You ought to be proud of yourself, Jim.

↑↑ THE PERCEPTION OF BEAUTY

While reading December's *Latitude*, I fell in love — I think that's what it was — with Suzy O'Keefe. Or at least a recognizable — and significant — part of her. I'd know it anywhere.

In all seriousness aside, O'Keefe's plaintive letter in January's edition struck a nerve: "... without the right cruising relationship, it's just not the same." And *Latitude's* response, while true, was a bitter truth — and salt in a reopened wound.

Here's the short version: I built my boat with singlehanding in mind, as that was my situation at the time and appeared to be my irrevocable fate. (Did you ever have one of those lives wherein nothing works out?) Sailing her was euphoric: I thrived, alone, to the indescribable beauty of a perfect day on the water, talked — alone — to Cousteau's "Angels of the Sea," the dolphins, and relished (alone)



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LETTERS

the silent beauty of island anchorages.

Then I innocently took a Special Someone sailing one day — and disaster struck. No, we weren't shipwrecked, but beauty perceived by twice as many eyes proved to be enhanced by a factor of ten or more. And when that Special Someone later moved on, the perception of beauty diminished to nearly zero. I found I no longer enjoyed simply sailing alone. It was unthinkable but true.

A few other Special Somes have come and gone, and it remains the same. With them it's euphoria, without them it's nothing. Forget relationships? Easy for you to say! But not to worry, a way out of this emotional cul de sac will be found. I will bootstrap myself out of the doldrums, then launch an enlargement of the dream as a balm for the spirit.

I do not 'like it hot', so plans are underway for a change in latitude as per the Bennetts: a 'freeway sail' to the Pacific Northwest and then a few summers spent exploring those virtually unlimited evergreen cruising grounds. Perhaps the dolphins, orcas and eagles — not much sex life to be had there, either — combined with the entertainment of the formidable navigational challenges presented by the area will offer some consolation for having no one with whom to share its beauty.

In any case, I wish Suzy — all of her, not just the recognizable part — good luck in her search. With your call sign out and *Latitude* to publicize your 'assets', the airwaves should bring you a lot of offers! I hope that among them is the 'right one' for you.

Jim Trogin
Ventura

↓↓IF WE ATTACK THE PROBLEM

In your January issue you hinted that the Baja Ha-Ha may be history because of its potential attraction for lawsuits. Your statement hit home for two reasons. First, I hope to set sail some day and the Baja Ha-Ha would be a great way to start. I would like to see it around when my turn at adventure arrives.

Second, I'm involved with an organization that is fighting the very problem you alluded to — frivolous lawsuits. Since the Baja Ha-Ha threat isn't the first time you've mentioned dissatisfaction with the legal system, perhaps you secretly harbor a desire to attack this menace to our freedoms. Maybe you would like to direct your energies formerly consumed by the San Diego Harbor Police and BCDC to a new front — on second thought, whatever you do with your energies, save some for BCDC.

The organization I refer to is Citizens Against Lawsuit Abuse. CALA is a grassroots organization whose mission is to restore sanity to an out-of-control civil justice system that encourages everyone to sue everybody, costing us events like the Baja Ha-Ha. If we succeed in California — as other groups have succeeded in other states — perhaps the Baja Ha-Ha will be able to survive.

The three greatest issues regarding frivolous lawsuits are their effect on our way of life, their associated costs, and our legislature's inability to deal with the problem. On the first issue, well-intentioned organizations such as yours are either giving up good programs, or paying exorbitant insurance premiums to keep them going. On costs, every consumer and taxpayer pays more than is legitimately necessary for everything because business, industry and local governments are forced to protect themselves against the 'Rose Bird mentality'.

What does Sacramento and Washington do about this idiocy? First they check their contributor's list to see if anyone would be offended by legislating civil justice reform. Then they talk about the need for tort reform to save the American way of life. Finally, they go to lunch with their contributors and America picks up the tab.

Anyway, I'll get off the soapbox and offer a suggestion. Since the real solution to this problem lies in the legislature, we need to let them hear our concerns and offer specific examples of how truly frivolous lawsuits — marine related or otherwise — are affecting society.

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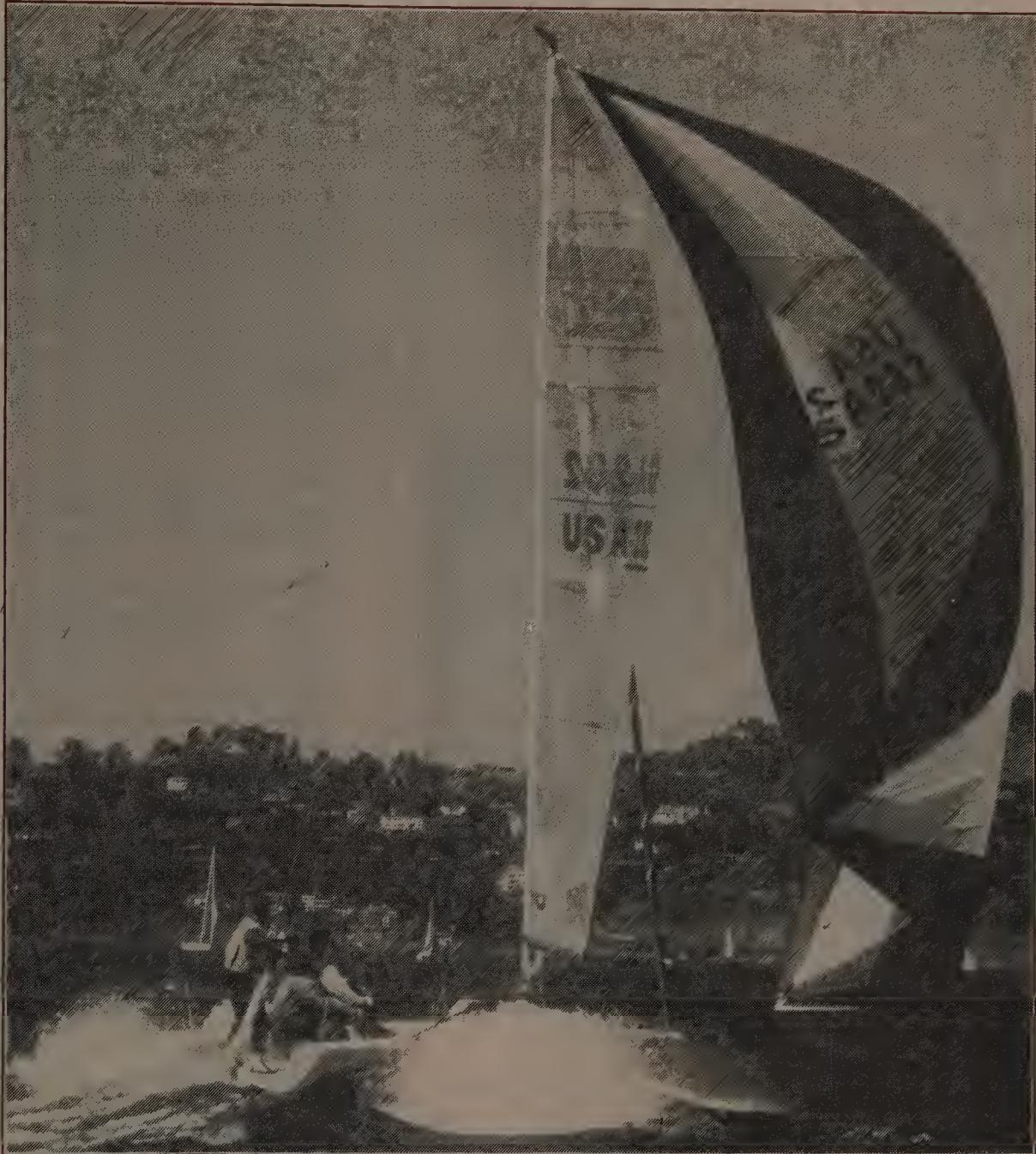
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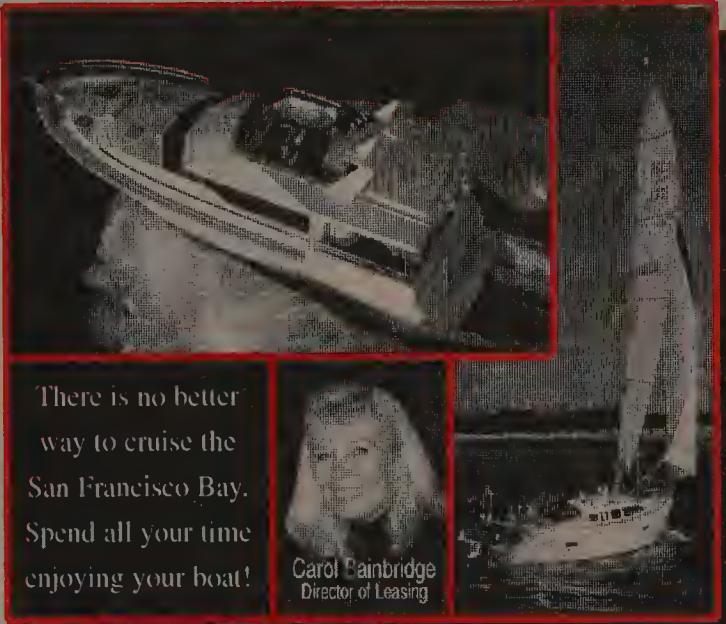
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LETTERS

Maybe you could use your Letters section to solicit some examples that will force Sacramento to wake up. If we attack the problem in a public forum, perhaps the Girl Scouts won't have to sell zillions of cookies just to pay for their liability insurance.

For score-keeping purposes, a 'frivolous lawsuit' can be identified by its resemblance to extortion, where those not at fault are dragged through the civil process because some negligent whiner cannot accept either personal responsibility or reality, but who can find an attorney willing to convince a jury that Rose Bird was right.

Who knows, with enough public education and outcry, maybe we'll see a reformed civil justice system and this country can get back to doing what it does — or did — best: reward hard work, innovation and responsibility.

Barney McCloskey
Stockton

'Barney — While we salute your efforts, we see a certain futility in trying to get a legal system that is of, by, and for the lawyers changed by a legislature that is dominated by lawyers.

WE FOUND OURSELVES DUNKED IN THE WATER

I want to thank Richard and Dan of the vessel *Tamarin* for saving my Hobie 18sx catamaran a couple of months back. Tim McGee and I had sailed her out of Alameda, and had just got past the Alcatraz wind shadow when we finally realized how hard it was blowing and how fast we were going. Before we knew it, we found ourselves dunked.

The first thing I noticed was that our mast was angled at about 45 degrees, and the cat was dragging us through the water by our trapeze lines. I still had a grip on the tiller extension and tried to turn the boat into the wind, but it was tough. Tim had the main traveller, but he couldn't do anything from the position he was in. The boat finally stopped, which is when I noticed that the leeward hull was broken in half. It wasn't bent or flexing in the middle — it was in two separate pieces!

The first thing we did was capsize the boat — which is pretty easy when you have a ripped open hull letting the water pour in. Then we took the mainsail off and dislodged the mast. There were about 20 boats around that offered to help us, but we were still securing things and not ready for assistance yet. But Richard and Dan aboard *Tamarin* told us not to worry, that they'd be happy to wait around until we were ready for a tow.

Then the Coast Guard showed up and made us put on lifejackets. When we finally got ready to have the boat towed, the Coasties objected, saying my boat wasn't in 'towable' condition. They were going to call a commercial tow vessel for us when *Tamarin* reappeared with an offer to tow us to Treasure Island Marina.

The ensuing tow to Treasure Island entailed a number of difficulties, including some gear failure, a gnarly adverse current, and my misjudging when to jump off the boat. As a result, it took us four hours to cover the one nautical mile to the marina!

I can't express my gratitude enough to Richard and Dan. They were the best, and I'd sure like to treat them to a round of beers.

Louis Stamos
San Ramon

Louis — Sounds like old times. In our early days of sailing, we used to take our brother's Flying Dutchman dinghy out of the Oakland Estuary to about where Pier 39 is now. By that time we'd have downed a couple of beers, smoked a couple of joints — never inhaling, of course — and were ready for action. So we'd take off on a bat-out-of-hell broad reach in the direction of Richmond. We were far too ignorant to realize how stupid we were being, but we were surfers and considered ourselves impervious to harm as long as we were around saltwater.

During one of these dimwit sailing adventures, we must have been

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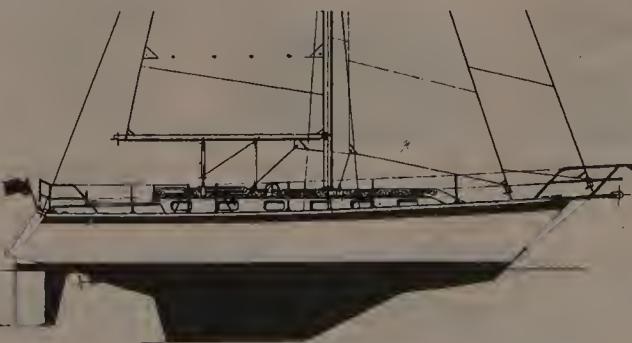
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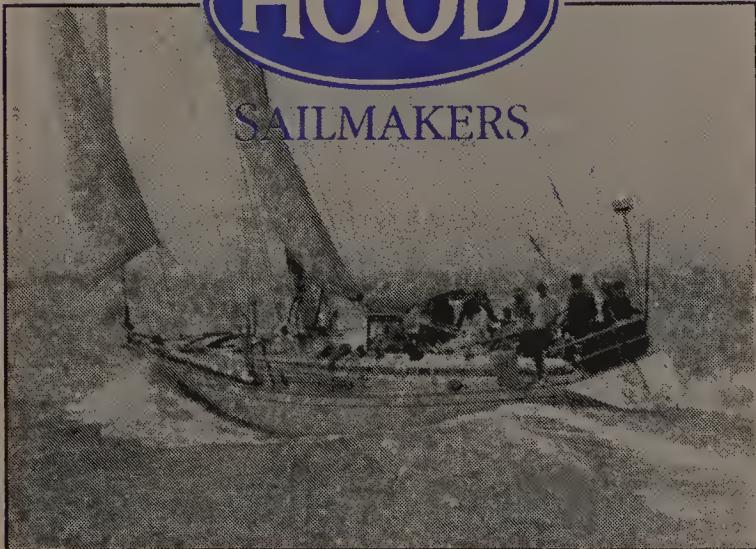
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LETTERS

reaching off at about 15 knots when in short order the rudder broke off, the centerboard came up, the bailers failed, the boat turtled, and the mast broke. It was really something to behold, dude!

We swam around the boat for about 35 minutes before the Coast Guard arrived on the scene — which was about a mile off the end of the Berkeley Pier. They towed the turtle Dutchman — broken mast and mainsail still attached — back to their base at Yerba Buena. It seemed like it took forever, but it was only five very chilly hours.

With the Coast Guard mandated to spend its time and resources on phony 'safety inspections', thank goodness for folks like Richard and Dan of Tamarin.

↑↑IT CAN BE SAILED, ROWED OR POWERED

In response to the inquiry from the Cesanas, I have a 9-ft nesting dinghy — the biggest section is 48 inches long — that can be rowed, sailed, and powered with up to a 6 horsepower outboard. She has a mast and boom, outboard bracket, a centerboard, positive flotation, and bolts together.

She was built by Pan Pacific Yachts specifically for use on sailboats and is really neat. I don't want to sell her, however, as it took me a year to find her. But a mold could be made from mine.

Thomas Bell

1323A Berkeley Street, Santa Monica 90404

↑↑GIVE ME A DOUBLE SABOT OFF THE ROCKS

I've a couple of sources for folks like the Cesanas who are looking for a nesting dinghy. They could try Danny Greene of Offshore Design, Ltd, at Box 254, Paget, Bermuda, PGBX. He's got several such designs for construction in ply. There's also Kaufman Design at 222 Severn Ave, Box 4219, Annapolis, MD, 21403. They have a 'double Sabot'.

Dana Munkelt
San Diego

↑↑FOLKS WHO LIVE IN 'THE TAVERN BY THE SEA'

In the December Changes, Bea North made some comment about 'Capetown'. Just as native San Franciscans blanch at the term 'Frisco', folks who live in the 'tavern by the sea' much prefer to see Cape Town written with a capital 'c' and 't', and with a space between the 'cape' and 'town'.

As long as we're in a geographical mood, 'Windy Corner' might better describe the capital of Namibia, which is 'Windhock, Corner of the Winds' in Afrikaans. Or, farther up the coast in former French West Africa, the capital of Mauritania, Nouakchott, which means 'Corner of the Winds' in the local Arabic dialect.

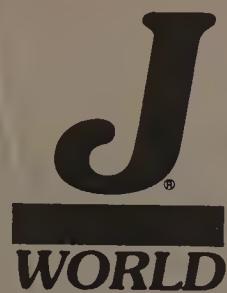
J. Martino and B. Sand
African Rover
San Francisco

J. & B. — Oops! We'll take full responsibility for the 'Capetown' blunder, certain that Bea knows better.

↑↑WE ALL WISHED THEY'D JUST GO HOME

While it might not take a mental giant to calculate the lost revenues from boats that have left or may leave La Paz because of the situation with the Port Captain, it appears that some of the Americans down here can't do simple arithmetic. As such, they have tunnel vision about the importance of foreign tourists — including cruisers — to La Paz.

The population of La Paz and the surrounding area is about 175,000. So when you weigh the economic impact the departure of 100 American boats might have, you're left with the charming thought that nobody would even notice. Oh sure, that very small portion of the city which depends on tourism would feel the pinch. And while we cruisers wouldn't like to see some of our Mexican friends economically hurt, most La Paz residents would either be



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relieved to see the cruisers leave La Paz or not even notice.

The economy of La Paz is largely fueled by government paychecks, be they federal, state, or municipal. It has never been a prime tourist destination and may never be. In the last few years, it appears that Cabo has taken business away. La Paz may look loaded with cruising boats at times, but these never yield a significant portion of the money spent in the city each day. If those cruisers who feel we foreigners loom large in the minds of the city could only understand how the citizens who have no stake in tourism feel, they might deflate their inflated egos a little.

It also appears that the Hughes of *Irish Mist* — who wrote in about the subject in the December issue — and some journalists believe that tourism is the answer to all of La Paz's prayers. I would dispute this. I had enough government experience in Half Moon Bay to know that tourists do not pay their way for all the costs a city must incur to welcome them. Most of the tourist money ends up in the private pockets of a very few people. Yet the city must provide a large utility and transportation infrastructure to care for the influx of tourists — and it's the citizens of the city who pay for most of it through taxes.

I never begrimed the businesses their profits, but I know tourism never benefitted Half Moon Bay as a whole. We who lived there tolerated it because we had no choice — but we didn't do much moving around on weekends and hoped there wouldn't be any emergencies. In general, we fervently just wished that all the tourists would go home.

Ellis R. Glazier
La Paz, Baja California Sur

Readers — From everything we've heard, the Port Captain and people of La Paz haven't any problems with active cruisers, who visit La Paz for a relatively short period, spend money, then move on. All the cruisers who've visited La Paz in late '95 and early '96 have been delighted with the city and officials. Nor has there been any problem with folks who keep their boats in marinas, either while they stay aboard them and spend money in town or when they fly back to the States. The conflicts have always been with those 'cruisers' who have more or less been living in La Paz Bay on a permanent basis.

↓↑TIMELESS WISDOM FROM A FOREIGN LAND

White middle and upper class self-important yuppie middle-age children in the thrall of consumeristic faddism make good keel meat for freighters while toy boating all over the planet like limos in a refugee camp. But I digress.

As a ramblin' rake, rover, scallywag, and paragon of aquatic adventure, I feel compelled to share this timeless wisdom with your readership:

"Here lies the body of Michael O'Day, who died maintaining his right-of-way. He was right, dead right, as he sailed along. Now he's just as dead as if he'd been wrong."

Or as the commercial fisherman say, "Steel has right-of-way."

Don T. Kwotmi
Mendonesia

Don — Don't worry, we won't 'kwot' you.

↓↑THE SYSTEM HE PROPOSES ALREADY EXISTS

Max Ebb's February article about possible new means of collision avoidance between ships and boats was very interesting — because the system he proposed about using GPS to send your position to other vessels already exists! In land mobile parlance, it's referred to as AVL or Automatic Vehicle Locating.

Hams have been using it for years with a program called APRS or Automatic Position Reporting System. The equipment consists of a GPS — or Loran, remember those? — a radio — it can be HF, VHF or UHF — and what's called a TNC or Terminal Node Controller — basically a smart modem. Many of the new ham radio TNC's now

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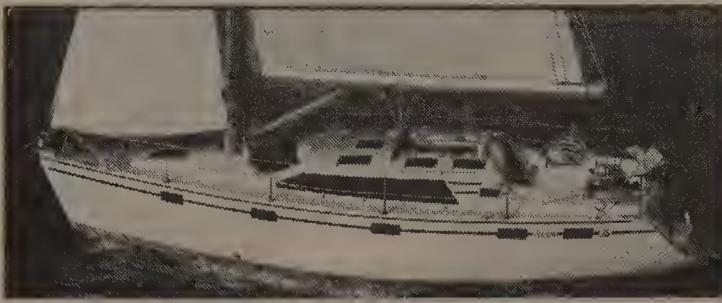
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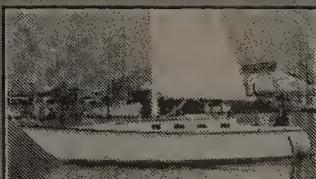
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have a GPS (NMEA) data port just for use with this software. Various maps, from local to global, come with the software.

A vessel or vehicle — it can be anything that can carry the equipment, including people — is tracked on the map and depending on the map, can be zoomed in or out. Provisions are also being made for sending weather information over the network and also chatting keyboard to keyboard if you have your PC connected to your TNC.

The AVL system is currently used to track emergency vehicles on city maps, and there is also a system that will automatically dispatch the nearest available unit. The thing is, I have yet to see a system like this for marine use!

Dave Wells, KD6TO
davew@cruizio.com

CHRIS CRAFT SAILBOATS

I recently purchased a '69 Chris Craft Cherokee 32-ft sailboat. As these boats are rare, I would like to find out any information you or any of your readers might have concerning this model.

I tried to get help from Chris Craft, but they've donated all their information to the Mariner's Museum in Newport News, Virginia. And the Chris Craft Corporation is of no help at all.

Recently there was some correspondence in *Latitude* from a gentleman from Bodega Bay who had a 35 or 37-foot Chris Craft model. If he or any other Chris Craft owners could get in touch with me, I'd sure appreciate it.

Larry Bing
(510) 769-0571 (h); (510) 614-4561 (w)
Alameda

Larry — We remember three or four Chris Craft-built boats with Northern California connections. There used to be a 35-ft center cockpit version in the San Francisco Marina; a couple of years ago we had a feature about some local women who sailed a 35 across the Atlantic; way back, we knew some folks with a 32 who did the South Pacific; and there used to be a 37-footer in the Berkeley Marina.

GOING AGAIN IN JUNE

I'd like to respond to last month's letter regarding chartering with USA Charters in Greece.

Over the last three years, we have chartered five times with USA Charters, with groups ranging from 24 to 36 people. I would recommend them highly for their friendliness and concern that we would have a wonderful sailing experience.

We did have a great sailing experience with USA Charters — and will be going again with them in June of this year!

Lois Keating-Fisher
Cass' Marina, Inc., Sausalito

WORDS OF WISDOM FROM THE BRIDGE

From my perspective as both an avid sailor and a merchant marine officer, I'd like to relay a recent experience — as well to offer some advice, for what it's worth, to fellow sailors.

Luckily for us, *Latitude* finds its way across the ocean to the darndest places. Just before going on the midwatch last night, I was browsing through the January issue. At the time we were at Lat 06-47N, Long 78-44E — enroute from Fujairah to Singapore. Due to the bombing in Colombo, we were bypassing our scheduled call there. The northeast monsoon was typical: 28 knots with seas 5 to 8 feet. With the 3/4 moon, we had 5 miles of visibility.

It was about this time that I heard a female voice with an Aussie accent call out over the VHF: "Northwest bound ship, this is the sailing vessel *Taquira*. Do you read me?"

I plotted the given position of the woman's vessel and marked the vessel she was trying to call. After several unsuccessful attempts on her part to call the ship bearing down on her, I asked her to come up on channel 06. I was on a near reciprocal course with the other ship,

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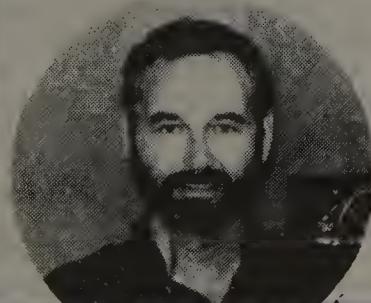


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STILL OVER-CANVASSED?

Summer winds will soon be here again and it's time to make sure you have a small enough sail to deal with them. Your working jib, lapper, club jib or whatever you call it is probably about a 110-115% - too big for the 20-30 knot breezes we'll get just about every day until September. An 80 or 90% short hoist, heavy weather jib with a single- or double-reefed main is what you should be carrying to make Bay sailing enjoyable and safe.



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and told her I would try to contact them and make them aware of her presence.

First I altered course to give a two-mile CPA for both, then initiated the call to the other ship, utilizing my searchlight to make it clear I was trying to contact them. I also called giving their position. But it was futile as I received no response. The ship fortunately missed the Australian woman's boat, but only by about 1/10th of a mile.

I have to admit, when I first heard her voice saying that she was on a sailing vessel, my skin crawled and the hair stood up on my neck. I pictured the Sleavin family tragedy about to happen all over again.

I've been mucking about in boats for 24 years now, the past 10 of them aboard ships. I also build and sell boats as a hobby. What's my point? Even when sailing near coastal and inland, I avoid the shipping lanes as much as possible. When they can't be avoided, I cross them at a 90° angle. I also keep a book of true and magnetic course with distances so I can run home even in the fog. When sailing deep sea, I try to stay either offshore of the shipping lanes or run the inshore lanes — especially when the weather looks as though it might turn.

If I might make a few recommendations to my fellow sailors, they would be:

1) Get the best and biggest radar reflector you can find, and then mount it as high up as possible.

2) Have duplicate safety gear lashed inside your survival raft, including ASART and EPIRB, and a battery-powered handheld radio. Whatever other items you think you might need — such as food, water, flares and so forth — should be doubled in number.

3) If you do have to abandon ship, lash yourselves together after you've donned survival gear. If you have children, lash them between the adults.

4) Also have a few games in watertight bags to create diversionary activities for children and adults alike while waiting for help.

5) For both the boat and the liferaft, carry as large a searchlight as possible. Directing such a light at the bridge of a ship is one of the best ways of attracting attention.

Sad to say, with each passing year there are less national flags and more flags of convenience — with God knows who at the conn. I can't tell you how many times on Pacific, Med, and Atlantic crossings when in the middle of a clear, calm night we met a vessel that will refuse to answer up to arrange a passing arrangement. And many times when you can get them to make an arrangement to pass port to port, for example, you'll find the guy coming left! In many parts of the world you can't even use channel 16 because certain ethnic groups use it like a citizens band radio. If I didn't take the initiative to insure safe passage — regardless if I have the right of way or not — 95% of the time these ships would allow an *extremis* situation to develop.

The ship I'm aboard now is 840 feet long with state of the art daylight ARPA(s), and the house forward. On a calm day, I'm still lucky if I can pick up a 40-ft sailboat seven miles away. Using the 'six minute rule', if you're doing six knots and I'm doing 24 knots, we're closing our distance by three miles every six minutes. But what if it's choppy or foggy and visibility isn't so good? I just want all the sailors out there to know there are too many people on ships who wouldn't give a rat's butt if they ran you down — assuming they even paid enough attention to know that they'd done it.

The life of the Sleavin family ended horribly, and I don't want anything like it to happen again. Let's have fun and expand our horizons, but let's all keep a safe watch so we can each go out and enjoy our avocation and profession yet another day.

P.S. The one thing I'd grab if I had just 15 seconds to get off a boat? How about a 4 x 8 orange tarp to catch water, for shelter, and to use for visual signals.

Dan Marsh
Vashon, Washington

GOOD SAMARITANS WITH WATER SKI BOATS

Recently there has been a lot of trashing of powerboaters in

BOAT SHOW

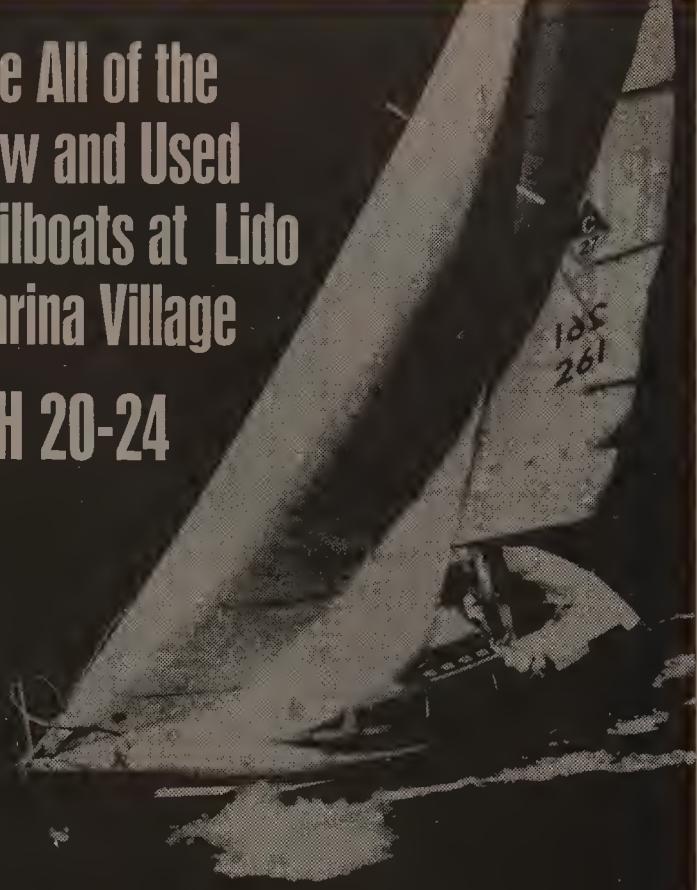
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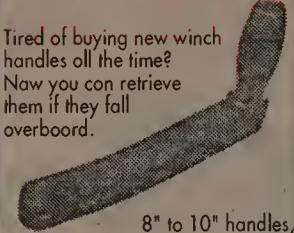


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LETTERS

Latitude. As a sailor, I'd like to share a couple of experiences with your readers.

In 1980 I was returning from the Delta in *Nigra*, a 45-ft ketch. My only crew were my three young children. We had been beating back through San Pablo Bay for about eight hours and were hoping to get a guest slip at the St. Francis YC. Unfortunately, it was during the J/24 Nationals and no slips were available. As we motored down the channel to the yacht club and then back again, I kept as close to one side of the fairway as possible. At least half the crews of these 'sporting' sailors yelled and gestured at us, and made it clear they thought they had rights in this burdened passageway. These young men harassed me and my young crew the entire length of the channel. These racing heroes would probably be in their late 30s by now. If they are still sailing, there is a whole group of sailing assholes out there.

Nigra has a 7½-foot draft and has run aground a few times up the Delta. On those occasions, I have been fortunate to be rescued by 'good Samaritans' with water ski boats. That's no small task when you consider that *Nigra* is a 20-ton ferro cement boat.

My point is that I love boats of all kinds and have run into as many assholes who were sailors as good guys who were powerboaters. The topic is less than elevating and should be dropped.

Lorne Ryan

Nigra

South Beach Marina

Lorne — The fairway leading to and from the St. Francis YC is indeed narrow, and when national championships are being held it's often filled with a large number of engineless racing boats whose tired crews must short tack in strong winds to make it back to the club. We've encountered this situation a number of times with our photoboot, and out of common courtesy defer — using obvious hand signals and varying the speed of our vessel — to make it as easy on the racers as possible. After all, if we can save a tired crew a couple of extra tacks by just backing off on our throttle or synchronizing with their tacks, what's the big deal?

Yes, we can imagine that some testosterone-jacked racing crews giving someone under power the 'what for', but we've always found that if you're willing to make life easy for them, they'll be more than happy to respond in kind. None of which, of course, justifies the treatment you and your kids got.

"As many assholes who were sailors as good guys who were powerboaters" . . . that can mean a whole lot of different things, at least one of which we can agree with.

All kidding aside, we stand by our assertion that there are great people with powerboats and great people with sailboats; but the latter outnumber the former. And that there are assholes with powerboats and assholes with sailboats; but that the former outnumber the latter. As for folks with jet-skis . . . if you can't say something nice . . .

YOU MUST GET YOUR BUTT OFF THE BOAT

I'd like to give Costa Rica a fair hearing. In February's *Changes*, Jeff and Dawn Stone say, "Costa Rica doesn't have anywhere near the quantity and quality of places to go as Panama, or the potential for adventure."

Maybe they should have added, "by boat".

In spite of sailing into Puntarenas in the hot rainy summer, in just two weeks I was able to see five national parks on both coasts and the highlands. There are good buses, very reasonable lodging — at Volcano Arenal's town of Fortuna, we rented a three-bedroom house for \$15 U.S./night — and great food.

In addition, Costa Rica has a lot of scenic diversity in a small territory; great museums and cool weather in San Jose, a 'dry tropical' Caribbean coast, a 'wet jungle' Pacific coast, rain forests all over, live volcanoes — Arenal spews more lava than Kilauea — beautiful hills in the north, amazing jungle down south, all kinds of natural life, and

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LETTERS

yes, lots of friendly 'Ticos', which is how the Costa Ricans refer to themselves. And if you rent a car, driving is not as wild as in Mexico.

I'm really sorry the Stones missed it!

Mabel (Mabelle) Lernoud
Sailor At Large
Monterey

Mabel — Perhaps you should re-read the Stone's Changes. First off, they noted that Costa Rica was far better on land than on boat, and second, that they liked it better than did most other cruisers. So they have nothing against Costa Rica — which truly is a terrific place with much to offer.

On the other hand, we've got this feeling that you've never been to Panama — which is surely more raw, wild, and untamed.

↓↑AND ALL THOSE LONELY LADIES

I think the Brian Caldwell Jr. Mai (Miti) installments from Vava'u are just terrific. What a colorful and expressive young guy! And all those lovely ladies — poor fellow. Life is certainly fraught with dangers, isn't it? I bet he's appreciating Robin Graham's remarkable achievements about now, the 'technicalities' of singlehanding notwithstanding. Brian has every reason to be proud.

*It was a major bummer to hear about Steve Fossett's trouble with his balloon expedition. He's had so much success with his trimaran *Lakota* that I was really hoping he'd pull the balloon thing off, too. I sympathized with his decision to activate the EPIRB; better we don't lose a great sailor and inspiration. Is Fossett the achiever, or what?*

*While sailing about the huge catamaran *Double Bullet* off Mag Bay last November, I couldn't help but admire Fosset's *Lakota*. Her spreaderless rig is simple and elegant, and works embarrassingly well.*

*As always, I thoroughly enjoy the *Latitude* articles and letters — but in order for them to be useful coasters they really need rum-resistant covers.*

Phil Gaspard
Invictus
Newport

↓↑IF HE COULD ONLY SEE ME NOW!

Geraldo Veraldo here at latitude 08N-08. What a difference 30 degrees of latitude makes! I haven't written since, well, let's see, Nicaragua. I've been collecting beaches and naming surf spots for going on two years now. Different drummer, different path and all. I gave Costa Rica a big miss again. It's a nice place if you haven't been there, but geez, is it getting Californicated or what?

*I'm on my way back for six months in Panama's Darien again, in company with my *nuevo campañero de aventuras*, Tanja, a 23-year-old German anthropology student. Oh my, if only Ken Cates, my high school counselor, could only see me now! I surf for a living doing surf charters and I've got a young wild thing for crew. Her favorite music is *British Rock History, Volumes 1-3*; great background for our lovefests on the foredeck.*

*So bra, right now we're at Isla Parida, Panama, one cool yacht stop. Dave and Sharon have been working for just 16 months on this place, but it's so nice! As we all know, paradise gets kinda boring — redundant and all. So it's the people you meet who make it *da kine*.*

Dave and Sharon are alive with their dreams, and it's so refreshing to meet folks like them who are loving life. Do your readers a fine service by recommending they don't get hung up in Costa Rica but come quickly to Panama... where, honestly, life begins.

Geraldo
On Safari To Stay
Isla Parida, Panama

Geraldo — Readers can learn more about Isla Parida in this month's Changes. We can't put our hands on our Hart & Stone cruising guide, but if we remember correctly, they said the Gulf of

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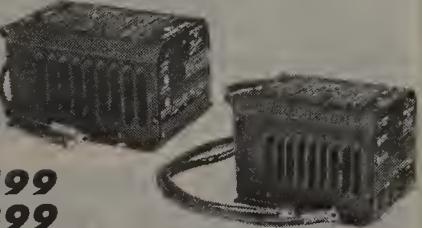
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LETTERS

Chiriqui was just like the Virgin Islands — only prettier and without the boats and people.

↑↑FIND A GROUP TO CONTINUE THE FINE TRADITION

I just wanted to thank you again for putting the Ha-Ha together and thereby making possible my latest sailing adventure. Even yesterday's race in 33° rain hasn't dimmed the memories of the great times I had and people I met doing the Ha-Ha. The sound is beautiful, even in winter, and I have a lot more exploring to do here. Nonetheless, I'm looking forward to my next trip south — and I'm quite envious of those who got to stay.

In order to better enjoy their adventures vicariously, I'm enclosing a check for two subscriptions: one for me, and one for my friend and fellow Ha-Ha crewmate, Dr. Deanna Frost. It was she who made it possible for me to be part of mighty *Tafia*'s trip to Cabo.

I hope you can find some way or group to continue the fine Ha-Ha tradition, as I think it's an excellent way for cruisers to get started and to meet fellow yachties. Someday I'd be happy to accept your offer to be Grand Poohbette of the Ha-Ha; maybe after David and I build the catamaran of our dreams.

David and I are both avid readers of *Latitude*, particularly on deliveries. Now we won't have to scrounge copies from the local chandleries before they run out.

Susanne Windels
Sky Hi, Islander 30
Olympia, Washington

Susanne → I'm glad you ladies — including your bearded sexton of a captain — had a great time.

We're also pleased to report that several people have expressed interest in keeping the Ha-Ha alive. These include a lawyer who did the first Ha-Ha and is making legal suggestions, an accomplished powerboater/sailor who apparently would be happy to be the Poohbah, and a fellow who heads a west coast cruising organization. We'll keep you posted.

↑↑OPPORTUNITIES IN COSTA RICA?

After reading the Wanderer's great article — awhile back — about cruising in Costa Rica aboard *Big O*, our interest in that area has been rekindled. Through several casual and distant sources, we've learned that Americans are very welcome in Costa Rica these days.

Although we're currently in the money-making mode, Soleil and I are planning to take our Cabo Rico 38 south one of these years. Can you recommend any specific sources — people or books — to help us locate opportunities in Costa Rica? Is there a need for charter slaves?

In '85 I singlehanded Corcovado down to Cabo, but eventually I got tired of my own company. Fortunately, I recently found Soleil to share my love of boating. We'd like to head south to some place we can hang out and supplement the cruising kitty. Maybe we should have a pennant made that says, "Will charter for food".

Bob & Soleil
Corcovado
San Francisco

Bob & Soleil — During the last 20 years there have been periods of anti-American or anti-U.S. government sentiment in countries such as Nicaragua, El Salvador, Guatemala, and Panama. Relations between the United States and Costa Rica, however, have always been good — even when labor troubles caused the United Fruit Co. to abandon Golfito in 1984. In fact, countless Americans own land and/or have started businesses in Costa Rica.

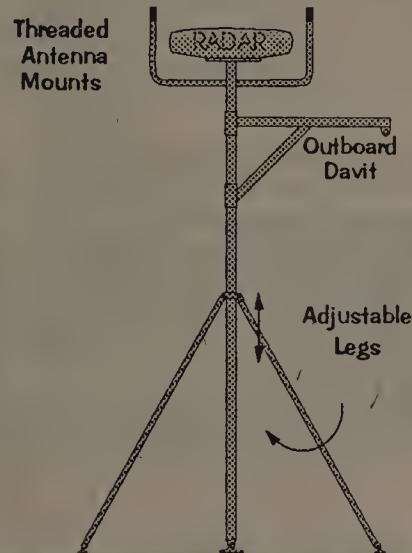
If you're looking to make money in Costa Rica — or anywhere else, for that matter — we suggest you forget the chartering idea. First off, getting legal would try the patience of Job. Doing it illegally means subjecting your boat to seizure. And if there are good chartering opportunities, you'll get tons of competition from every

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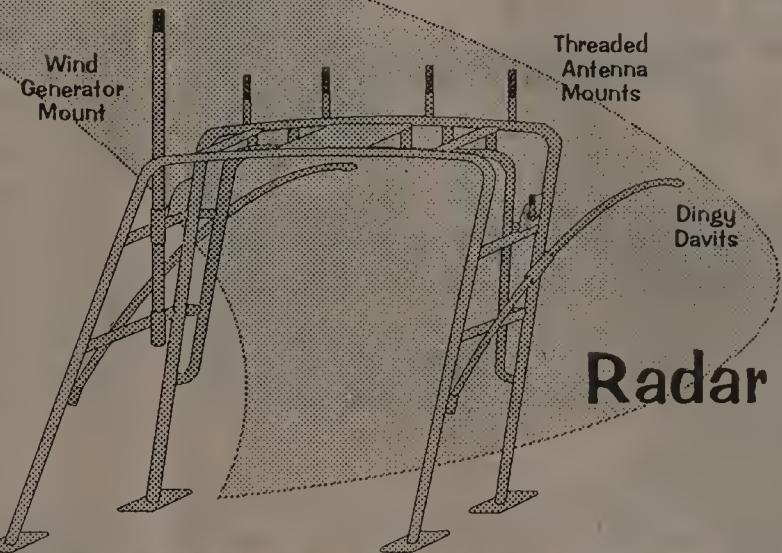
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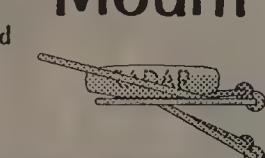
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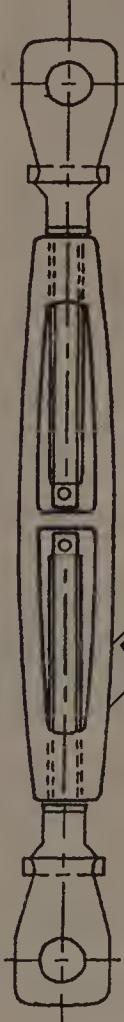
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LETTERS

other cruiser with a boat — and more likely from a local with a banged up 'cattleman'. Finally, you should think long and hard about the idea of non-sailing strangers invading your 'home' on a regular basis. Chartering on the fly is rarely a good or happy way to make money.

But don't be discouraged. We suggest you read the Changes from Dawn starting on page 158 of the February issue. Jeff and Dawn arrived in Costa Rica broke, but found so much work they didn't have to visit a bank for six months. Part of this is because Jeff is a refrigeration expert — if you want to make money out cruising or in the Third World, refrigeration is one of the best skills to have — but in many cases it was "odd jobs like painting or something that required just a little common sense".

↑↑SAYS THE LASS FROM DOWN UNDER

I was also tickled by the expression 'Bob's your uncle' — and soon found myself using it at appropriate moments.

I note that Peter Clutterbuck can claim an actual uncle with talent for knots. But when I recently met a lass from Perth, I asked her if she had ever heard this expression. Not only had she heard it, but she said that it even has a popular rejoinder: "Charlie's your aunt, and Bob's the rider."

Does anybody know what that means?

Dennis Olson
Beastie
Mill Valley

↑↑HE HAD A GREAT SENSE OF HUMOR

Can you print one more letter about the San Diego Harbor Police? Our request was prompted by Jeff Bower's letter in the January issue.

We almost bypassed San Diego because of the reports in *Latitude* and elsewhere. But we not only stopped in San Diego, we stayed for two months! We met Chief Hight during the Baja Ha-Ha Halloween Party. He was surrounded by cruisers in cutoffs and sandals while he was dressed in a three-piece suit and wing-tips. We were all swilling wine and he was stone sober.

Nonetheless, we found Chief Hight to be attentive, intelligent, and best of all, to have a great sense of humor. That can't be turned on from a command from someone 'higher up'. Hight told us he'd really been on the hot seat because of all the bad public relations, and is looking forward to his retirement. With a smile on his face and a twinkle in his eye, he told us of his retirement plans — to strap an anchor on his back and hike east until someone asks him what the thing is. He'll stop there, build a cabin, hoping never to see a boat for the rest of his life!

His officers at the Police Dock were also friendly and helpful. We had no contact with any officers, but two teenage boys from a neighboring boat did. They were stopped by the Harbor Police for running their inflatable at night with no lights. The Harbor Police informed them that it was illegal and dangerous, and that they should return to their boat at once, staying close to shore and going slow on the way back.

Harry and Dirty-Legged Melly Gorman, and Agcat
Bigfoot IV
Seattle / Zihautanejo

Harry & Dirty — We've put our trust in Chief Hight and believe it's well-placed. A little more than a year ago, those two teenage boys probably would have been busted for operating a dinghy without a light. We think a warning for a first offense — as the kids were given in this case — was the appropriate response. If they were caught a second time, we figure they have every right to be cited.

Three or four months ago we asked anyone who might have had a recent problem with the San Diego Harbor Police to drop us a line so we could look into it. We're pleased to report nobody has contacted us yet. Based on all the feedback we've received, Chief

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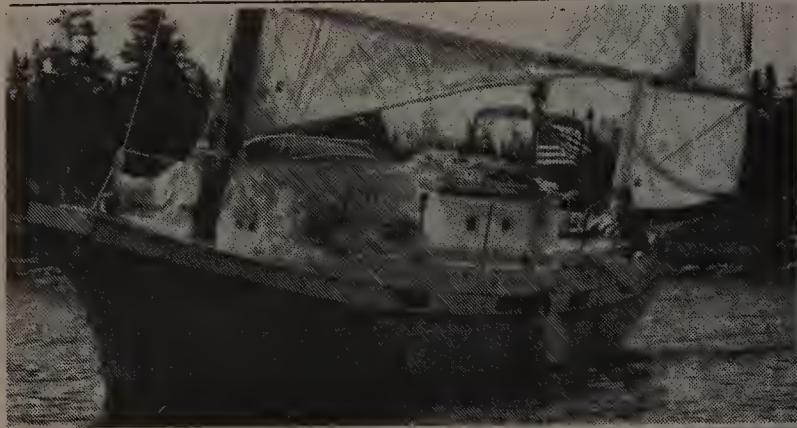
LETTERS

Hight and his officers have completely turned the nasty old reputation around, making everybody — from mariners, to merchants, to San Diegans, to the Harbor Police — a winner.

↑↑ AT HOME ON THE HIGH SEAS AS WELL

Regarding the unusual looking boat *Loose Moose II* that you ran a photo of on page 94 of the January issue, reader Karl Randolph was right; she's a Phil Bolger design. But she wasn't designed strictly for use in canals. I quote from Bolger's *Boats With An Open Mind*:

"Starting with two desks (sic), some more ambitious suggestions crept in, such as a proposed voyage from the Moselle in France to a West Indian island via the Rhone, Med, and the Canary Islands." So I surmise that owners Bob and Sheila are actually doing it.



COURTESY ALERT

I built a Bolger design myself in '79-'80; a 33½-ft leeboarder that I christened *Alert*. She's described in another Bolger book, *Different Boats*. My only change to Bolger's design was to give *Alert* standing headroom. In November of '84, my wife Marianne and I sailed under the Golden Gate and turned left. The next 10 years of cruising is a different story.

Last summer I sailed *Alert* singlehanded from Nova Scotia to Ireland via the Azores. Bolger designed *Alert* for coastal cruising, however she has proven to be at home on the high seas as well.

Jim Melcher
Inverness

Jim — We suppose yours is conclusive evidence that we're pretty close-minded when it comes to boat design. In our defense, however, we have to say that your *Alert* shows a much greater resemblance to the general concept of a boat than does *Loose Moose II*. And that we still sure as hell wouldn't be caught dead — well, maybe we would — crossing the Atlantic aboard the Moose.

↑↑ AN UNUSUAL BOAT STAKED TO THE BANK

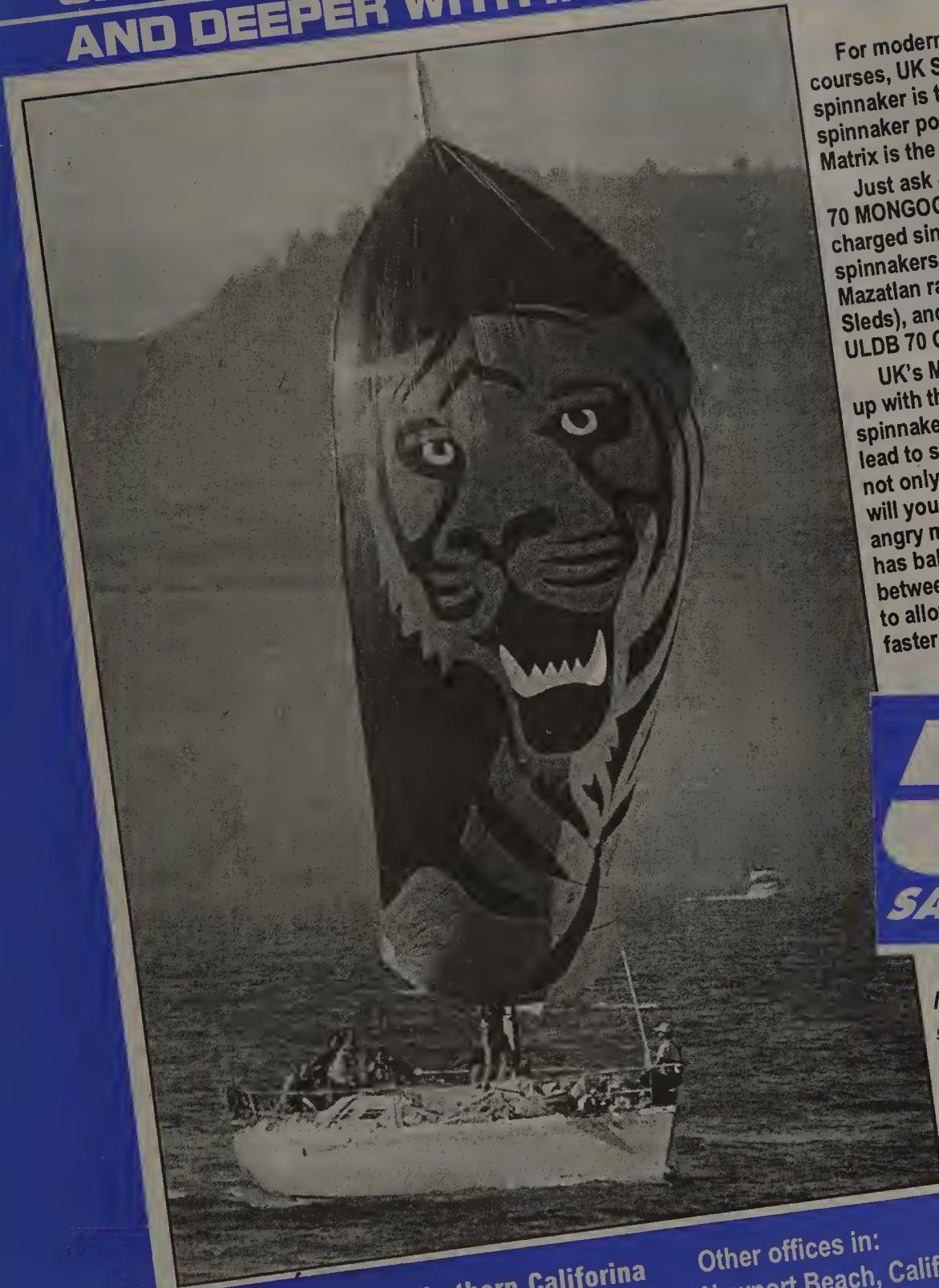
While making a fast run up the French canal du Rhône a Seté in our dinghy to a nearby winery to restock, we passed an unusual looking boat staked to the bank with — for France — an unusual hauling port: Portland, Oregon. The name, *Loose Moose II*, was a little different, too. We had to stop, share our wine, and get the obvious story.

After being invited aboard, Bob and Sheila Wise of Huntington Beach spun their yarns as we all enjoyed the fruits of southern France. Bob, a film producer, and Sheila, were living in France where he built the only kind of boat possible for him, a Phil Bolger design, while Sheila worked for an American company.

When we visited in March of '94, they were making plans to cross the Atlantic with their boat — which to my mind has questionable capabilities outside of the French canals. So we were delighted when the recent issue reported *Loose Moose* had made it to the Canary Islands and was an apparent success at sea. We are holding on to a bottle of wine we purchased that day, to open and share during our next encounter with Bob and Sheila.

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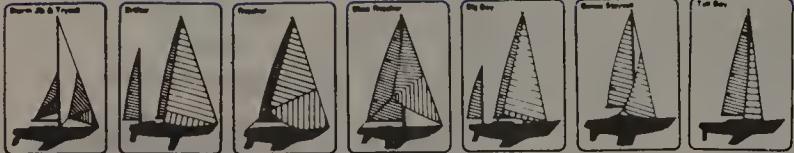
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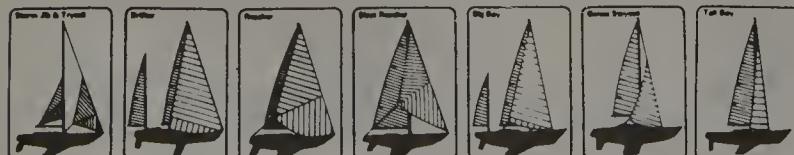
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LETTERS

Moonshadow, our Tayana 37, has been quiet and not making news the past 18 months. We've been home in the Northwest with a book contract and helping raise a new granddaughter. This is all to change immediately, however, as Tom's book on the history of helicopters is done and the girl has had a good start on life. So we're returning to Cyprus and getting Moonshadow underway once more, this time for a summer cruise along the coast of Turkey.

The Tayana 37 that has taken us west around the world once, and now halfway around going east, for a total of 90,000 cruising miles in the last 13 years, has been great. But we probably won't be making a double-rounding with her. She's for sale and we have a new boat on order. We're not going to stop cruising — voluntarily anyway — for the foreseeable future.

Tom and Carolyn Beard
Port Angeles, Washington

Readers — The suspense over what boat the Beards were going to get next — please, not a sistership to the Moose — was too much for us, and we had to call them. It turns out that the former Navy pilot and Coastie, and his mostly homemaker wife, are big fans of Bob Perry designs and Tayana boats, so they're picking up a Tayana 52 in Taiwan about a year from now. The boat is being designed so that either Tom, age 62, or Carolyn, 61, could singlehand her if it becomes necessary.

The interesting thing about the Beard's 13 years of cruising is that it wasn't the result of a lifelong dream. "We bought our boat for use as an apartment when we both decided to go back to school," laughs Carolyn. Like many career cruisers, the Beards are more thrifty than they are wealthy. For example, they've done most of their cruising on Moonshadow with a non-functioning engine and refrigeration system. Carolyn says that other than when in Europe, they can live very well on \$1,000/month — "which is a lot cheaper than back here in the States".

↑↑THIS DARK CORNER

Regarding your comments on Coast Guard captain's licenses, my first impulse is to suggest that you quit wearing your scrotum for a hat. Upon quiet reflection, I remembered that you are the same folks who told cruisers they didn't need a depthsounder in Mexico! Now that my mirth has subsided, let me shed some light in this dark corner.

First, there are many classes of 'captains', with many possible endorsements on each license. Commercial pilots and radio operators have similar tiered licensing structures based on the older maritime model. In each respective field, experience, hard work, and intense study have allowed the deck boy to become captain, the gas boy to become commercial pilot, the 'kid' a radio operator. It's a fine old bootstrap tradition that tends to weed out the ninnies in a way that universities can't. I've worked my way up in all three fields and the university, so I say this with assurance.

The levels of maritime captain licenses are as follows:

1) The so-called 'Six Pak' license, with endorsements for Inland, Near Coastal or Ocean Service based on the documented experience of the applicant. Captains who hold this license may only operate Uninspected Vessels that carry six or fewer passengers for hire.

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LETTERS

So in the category of 'captain', there are apples, oranges, and a few nuts mixed in — but at least we now have the terminology straight. Now then, what you get with any U.S. 'captain' is someone who scored a minimum of 90% on a Rules of the Road exam; someone who can recognize a tug with a short or long tow, inland or offshore, a fishing boat with a trawl down, or nets out on one side, or any one of hundreds of other weird combinations, be it in the dark, from any angle, or just by her lights. With a licensed captain you also get someone who can read charts, light lists, weather maps, sailing directions, and who can compute course headings using deviation and variation, plot reciprocals, set, drift, danger bearings, distance off, distance run and so forth. You also get someone with the intellectual ability to understand and apply the law — which is no mean feat itself. You get someone whose background has been investigated by the Department of Justice, who has been drug tested, and physically examined, yada yada yada.

Personally — and I say this as one who has singlehanded the Bay as man and boy for over 30 years without benefit of any training that I didn't give to myself — my Inland Masters license and my 'Six-Pak' licenses were hard-earned. My licenses say exactly what I am master of: Inspected Vessels to 25 tons fit to safely carry any number of passengers for hire on rivers, lakes, bays and sounds, under sail or power.

If there is a problem with the licensing, it lies in matching the experience of the sailor with the vessel they are to command. When these decisions are made by cheapskates, scofflaws, or salesmen of whatever stripe, bad things happen on yachts and on ships. My blind aunt can buy a Panamanian or Liberian master's ('monkey') license for any tonnage, just as any recycled used car salesman can manage a charter company downwind of hell itself. Tell me, who are they going to hire? Ask them if they care. It be "bout da money, mon!"

Even Joshua Slocum wouldn't claim to be a good tug boat captain any more than some natty little ex-frat editor should pontificate about professional standards they have not researched. Having 'come up the hawsepipe' singlehanded, I can only say no license is an end point, but rather just another way-point confirmed. Just because you finally make Master Oceans Unlimited Tonnage, doesn't make you a Bar Pilot, or fit to singlehand my old Teak Lady — but it's a hell of a good start!

If you never get a license, it doesn't mean you're not a great sailor, but in most of the world, it does mean you shouldn't take money from non-sailors. Passengers ignore this at their peril. Whatever you do, don't tell us we needn't study, nor aspire to have our experience and knowledge recognized by the extension of trust our passengers and crew rightly extend to us. Working one's way up is one of the last things a poor but honest and independent person can do to better themselves. Our licenses say we have done that, and done it well.

And please, get a better hat!

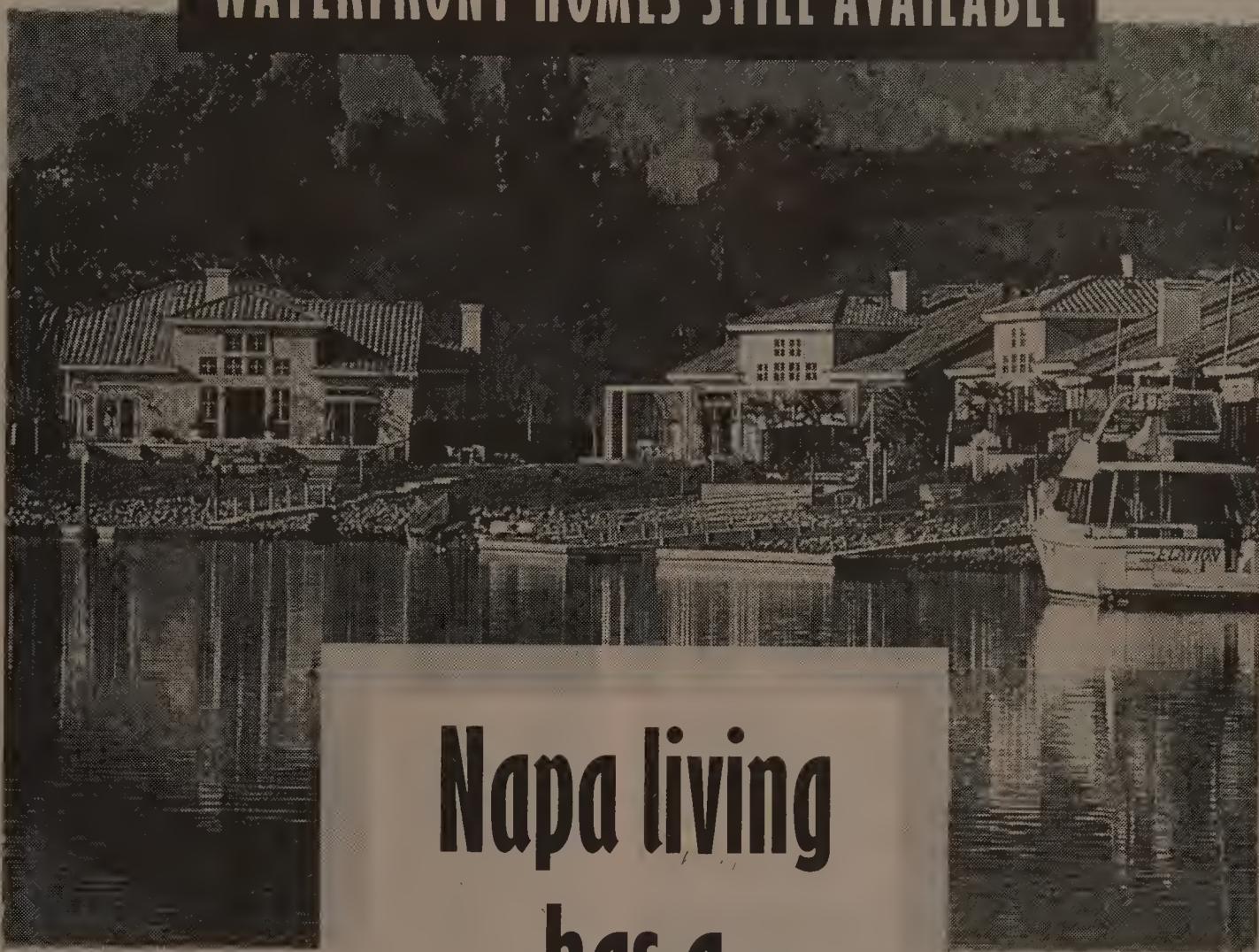
Lawrence Dana Rau
Occidental, California

Lawrence — If you think there's some 'fine old bootstrap tradition' of gas boys hanging around planes and thereby working their way up to commercial pilot, you might want to be retested for drugs. What do you think happens, one day some United pilot approaches an 18-year-old kid fueling a 747 and says, "Hell, Billy, you've been hanging around planes long enough, and I know you like to read about flying. Suppose you take this baby and fly the 350 passengers to Paris for me?"

Fortunately, the FAA recognizes that hanging around planes — even sitting in the economy section — doesn't qualify a person to be a pilot. Unfortunately, the Coast Guard — and you — apparently believe that a person who spends three years as cook in the gailey of a 75-ft yacht has somehow — perhaps through osmosis? — picked up the skills necessary to captain a vessel carrying paying passengers.

And before you slam charter companies for the captains they hire,

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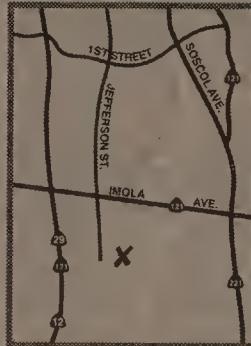


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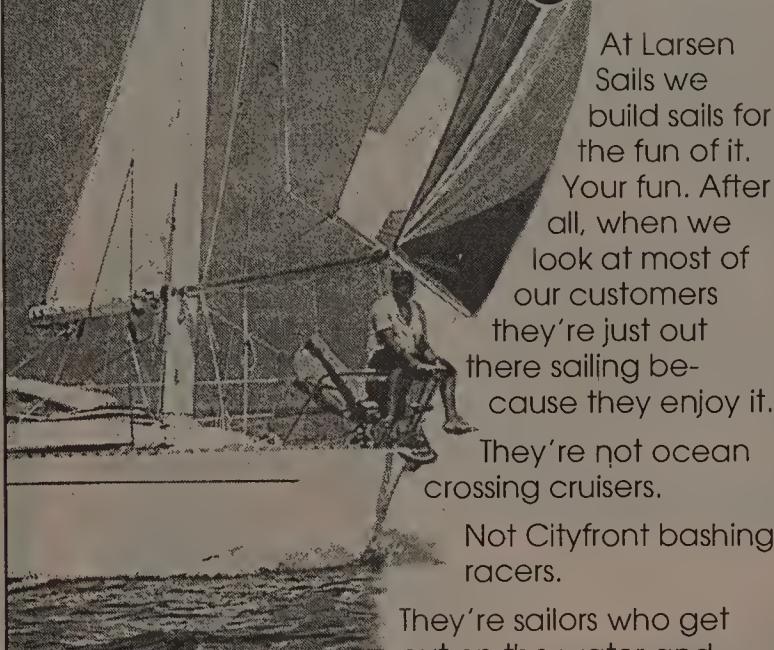
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LETTERS

rest assured that the good ones regularly reject applicants the Coasties have seen fit to license. Russ Muncel, who used to be Director of Sailing at the Horizons Sailing School in Alameda, says he was appalled by the lack of seamanship displayed by many Coast Guard licensed job applicants that he had no choice but to reject. Many directors of sailing schools will tell you the exact same thing.

You make a variety of 'with a Coast Guard licensed captain you get this or that' claims, but they're not necessarily true. What you also get is a lot of men and women who at one time — it may have been 20 years ago — memorized enough answers to get 70% on the various tests — 90% on rules of the road — and forgot it all the next day. Today they may not only be rusty on that information, they might well have never known it in the first place.

In all fairness, your real 'beef with us' rests on a simple misunderstanding on your part. We're not saying that everyone with a captain's license is an incompetent dummy, because that's not true. What we are saying is that the Coast Guard's licensing procedure is woefully unsuccessful at weeding out incompetent dummies.

As for your juvenile personal attacks, they're not only beneath you, they're also wide of the mark. Fraternity houses may have had a purpose and appeal for some folks, but for mischievous 'hippie revolutionaries' such as ourselves, there was far too much entertaining devility to be had on the streets.

↑↑THAT PIECE OF PAPER DOESN'T MEAN A THING

Although I'm just a newcomer in this licensed captain controversy, perhaps you'd permit me a comment or two. In reading all the hoopla you've printed on the subject, I see bits and pieces of reality — but also a lot of errors.

First of all, *Latitude* echoes my own concern about the 'hands on' thing. A few years back, one of my deckhands at Golden Gate Ferry sat for a 100-ton ticket — even though he'd never set foot in a pilothouse! Being a smart cookie, he passed with flying colors. But when he went to an employer to get a job using that ticket, he was turned down; no experience. And that, I believe, is the big check and balance axis of the whole question.

Look in the upper right hand corner of the license. There is a little number there that tells the story. I personally would not consider an applicant on a first issue license unless he was exceptionally gifted. Can this guy walk and chew gum at the same time? I would want to know if he was a user of alcohol or drugs. If you want to ruin your life with that crap, that's your business. My business is running boats, and when you do, you leave that stuff behind. He would also have to show me an unlimited radar endorsement, a certificate for recent completion of CPR and First Aid courses, and letters of recommendation from past employers. If you want to hire an unproven greenhorn that just got his license and cannot prove qualifications, go ahead, but not on my watch.

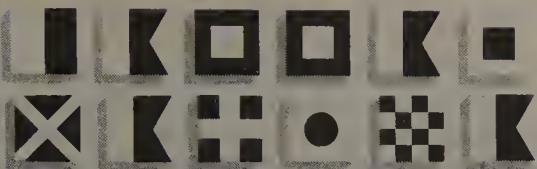
This may seem hard-nosed, but believe me, it's a hard business. I guess what I'm trying to say is when you go to hire a Coast Guard licensed captain, that little piece of paper doesn't mean a thing.

I'm retired now, and the number up there in the corner says -8!. My original license application was signed by Columbus, I believe. Maybe Lief Erikson? That little 100-tonner earned me a good livelihood for a lot of years. Before that I hung out for 22 years in the Coastal Protective Society. That was in the good days when Search & Rescue was the thing and they weren't mixed up chasing druggies and pissing off us boat bums. I qualify for that label as I built my 50-foot ferro cement ketch over 20 years ago and have lived aboard her continuously ever since.

Jim Gill
San Diego

↑↑TAKE THE TIME TO CHECK YOUR FACTS

As much as I read and respect your magazine, I must comment on your January response to Martin McNair on the matter of test scores



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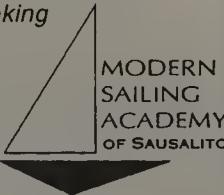
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LETTERS

necessary for Coast Guard licenses. I, too, presently hold a Coast Guard Masters License — Unlimited Tonnage — and know from one testing experience after another, that while the 'Navigation General' section of the Unlimited Tonnage test may be a 70% pass requirement, the 'Navigation Problem' section certainly is not. It requires 90% — and in case your math is 70% — that means if you miss more than one question out of 10, you're outta there!

Please, to keep your credibility, take the time to check your facts before you go spouting off so critically.

Allan Garfinkle
Oakland

Allan — You also might want to "take the time to check your facts before you go spouting off so critically" — because our response to Martin McNair's January letter was absolutely correct. The Coast Guard will give you a Master's license even if you only score 70% — that's right, a mere 7 out of 10 — on the 'Navigation Problems'. If you doubt us, call the Coast Guard at (510) 437-3096 and ask them to read you page 15 of the application form for captain's licenses.

However, because we do know what we're talking about, we're aware that your statement — that you need to score 90% on the 'Navigation Problems' to get a Masters for 'Unlimited Tonnage' — is also correct. You slipped in that 'unlimited tonnage' stipulation without alerting anyone.

As a Coast Guard licensed Master of Unlimited Tonnage, we challenge you to agree with the following statement: "I believe it's reasonable and prudent for the Coast Guard to give Masters licenses for Inland and Near Coastal (200 miles offshore) for vessels up to 100 gross to persons who are incapable of solving 30% of common navigation problems." Either you accept that nonsense, Allan, or you're stuck agreeing with us that the Coast Guard doesn't do a very good job of weeding out incompetent candidates for Masters tickets.

Having been somewhat harsh in our response, we'd like to back off once again, and say that our major problem with Coast Guard licensing is at the 'Six Pak' level where it's possible to get a license to carry paying passengers — even if you've never been at the helm of a vessel!!

↓↑SHOULD CLEAR UP A LOT OF MYTHS

Not everybody found the September/November mix-up all that amusing — especially when one is in need of quick reference material. And the material in *Latitude* — including what's on the cover — is often taken as the gospel truth.

With regard to the December issue, you suggested some great reading and reference material. May I add to this now post-Xmas list . . . on a subject that seems to surface in *Latitude* from time to time: ferro cement boats.

Way back in 1940, Bruce Bingham published his *Ferro Cement; Design, Techniques and Application*, ISBN# 0-87037-178-7. It is extremely thorough, with facts concerning every aspect on the subject. It should clear up a lot of unclear facts and myths.

Big Ed
Litteron, Colorado

B.E. — If you're keeping *Latitudes* for reference, we recommend you do what we did with our file copies of that issue: scribble 'November' over 'September' with a big marking pen. We didn't find the printer's error very amusing, but by the same token we're not going to slit our throats over it.

By the way, the material in *Latitude* should never be accepted as the gospel truth because: 1) We're humans and, as such, make mistakes, 2) Much of the information we receive comes from far flung sources who can't be contacted for clarifications or confirmations, and 3) We deliberately print some photos backwards just to be obstreperous.

Thanks for bringing up Bingham's book on ferro cement boats.

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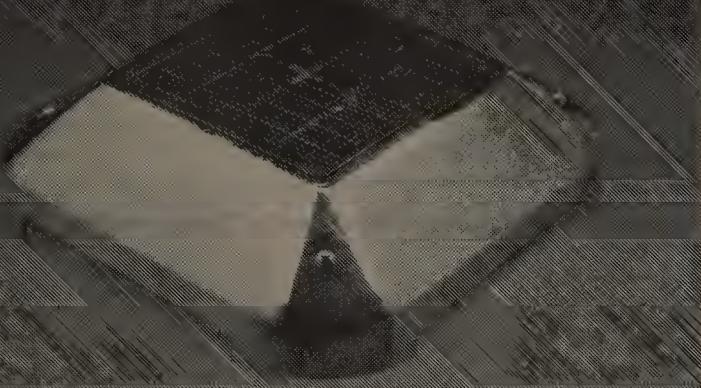
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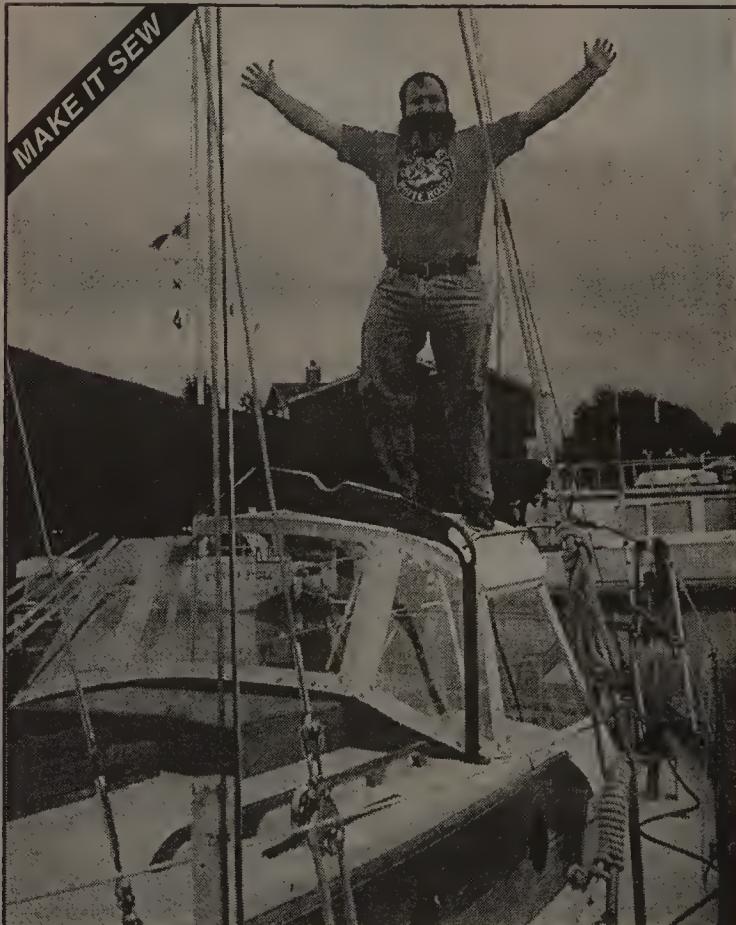


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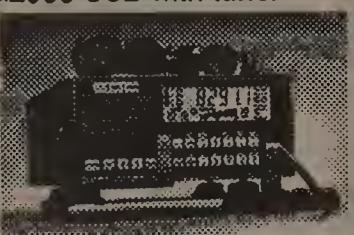
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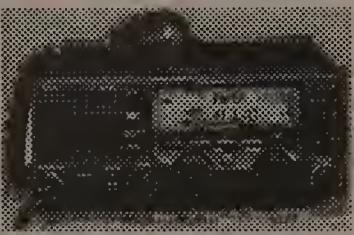
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RESEARCH

LETTERS

While we're sure that it's full of great information, we can't help but wonder if there may not have been some technological advances in the use of that material in the last half century. So if we were looking for ferro gospel truth, we'd continue our search to include more recent titles.

NEVER TURN YOUR BACK ON THE OCEAN

Despite your recent thrashing of Clipper Marine sailboats, I've decided to place mine in your *Classy Classifieds* anyway.

I bought her about 10 years ago and she has brought me nothing but pleasure — and with practically zero maintenance. She even converted numerous landlubbers to our lifestyle. I've singlehanded her all over the Bay, Delta, and even done some coastal cruising. During that time, I found the Clipper Marine 30 to be safe and forgiving — if somewhat underpowered in light air. But she could hit over eight knots in the slot with a bone in her teeth!

Just remember the words of Paul Simon: "One man's ceiling is another man's floor." The only reason I'm selling my Clipper 30 is that I now have a 47-foot motorsailor that consumes far too much of my time on the water. It really doesn't matter what boat you have — ULDB, Crab Crusher, or yes, even a stinkpot — the important thing is that all of us boatowners share a love of the sea and stay out of each other's way — including those powerboat wakes.

Speaking of wakes, is it me or are there more ocean-going tugs zooming about the Bay lately? Those puppies are far worse than any recreational powerboat that I've seen, and put out a wake big enough to surf across the Bay. I once broke two ribs — but didn't sue — falling into the cockpit when a tug wake hit me broadside one night while I was anchored on the Cityfront. The incident reminded me never to turn my back on the ocean — or Bay.

I just know those bar pilots are chuckling as they watch their wake wreak havoc on the boats in their path — especially smaller runabouts and kayaks! Wakes that big in the Bay must be doing environmental damage to the shoreline or something, don't you think?

Your marine magazine is the only one I go out of my way to get, and I've been reading it since I moved to the Bay in 1979.

John Kostyal
South San Francisco

I LISTENED TO A LOT OF SILLINESS

I'm sitting here wearing my lavalava, fleece-lined San Francisco sweatshirt, and fuzzy slippers while the rain pours down on the Northwest rain forest outside my window. I just want all my friends in the South Pacific to know that the somewhat demented owner of the Mason 50 Nautical Wheeler is still alive — and preparing to return to New Zealand and Nautical Wheeler this March. I can't wait to do my part by spreading even more money than planned — since the new and improved 'tax' on foreign cruisers has been put into effect — into the Kiwi economy.

I also have more than a few opinions on the new Kiwi rules — some of which are based on the Queen's Birthday Storm. I'm glad I wasn't in the storm, that's for sure, but during all my time in the South Pacific I listened to a lot of yachtie silliness on the radio. After you've heard some yacht asking — for the zillionth time — Arnold from Rarotonga, who is not a sailor, or John on Kerikeri Radio, what they should do next, what course they should take, if they should wipe their tush or scratch their itch, it gets a little old. Then there are all the buddyboaters, rally cruisers, and those who do everything together. Come on you people, get a life!

No wonder some people think that the advent of the GPS is the worst thing that's ever happened to cruising: it allows just about anybody to go. As a result, the Milk Run has turned into a traffic jam like at Wally World.

I hate to say this, but for a nation such as New Zealand — which isn't as big as California, has less population than the Bay Area, but

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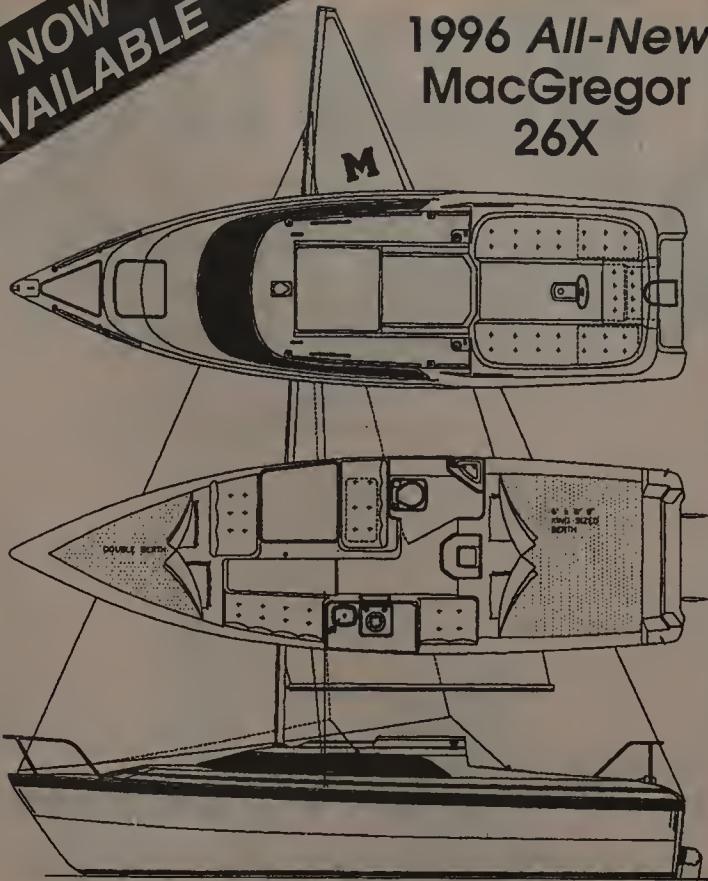
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a coastline that's longer than that of the United States — the cost of responding to a Queen's Birthday Storm type sailing tragedy really hurts. So I understand why they imposed the tax. On the other hand, I would certainly resent being treated like some kind of an irresponsible neophyte.

Of course, those of us in the United States should remember that the Coast Guard can issue citations and penalties for the same equipment deficiencies — and they can board anytime with their jackboots and heavy armaments. It happened to me while my little children were eating breakfast in the middle of nowhere.

Nevertheless, I'm going to paint my boat, pay my money, put on food and water, put out to sea and head for Vanuatu so I can wreak havoc on cruisers with sensibilities but no sense of humor, and mayhem upon unsuspecting local outrigger canoe operators. Then it's back to Opunohu Bay, Moorea, just for the memories; Huahine and Tahaa for a blessing, and then off to Hawaii. Finally, with a heavy heart, I'll head back to the Columbia River to salvage what little business I may have left after having been gone four months. It's a pay for play thing — although as soon as the last child graduates from the university, I'm going to do it all over again.

Stephen Nau

Apartment, Portland / Nautical Wheeler, New Zealand

Stephen — A couple of clarifications are in order. 1) Most yachties object to Section 21 on principle rather than the cost — which is about \$40 U.S. 2) Section 21 was in the making more than a year before the Queen's Birthday Storm hit; it was not created in response to it. 3) Most of the Kiwi costs in the Queen's Birthday Storm were 'soft', meaning the pilots and planes had already been paid for. And it should also be remembered that New Zealand — like the rest of the world — is getting a fabulous free ride from the GPS system which we U.S. taxpayers paid to develop and continue to pay to maintain. If we taxpayers leased the utility out to the Kiwis at \$5 million a year, they'd still come out ahead.

. As for your 'cruiser-than-thou' attitude, it sounds queer coming from someone who has hit all the big name spots along the freeway of cruising — and plans to return to them. If you were to visit the Empire State Building, the Grand Canyon, and the Golden Gate Bridge, would you whine if there were other tourists there? The nice thing about enjoying the Pacific by boat is that there are a million places to go, so that if you want to avoid a certain kind of people, all you have to do is be a little independent.

As for not liking what you hear on the radio, turn it off.

ACCOSTED AT THE PROVINCIAL BORDER

We've been cruising for the last year on the west coast of Mexico, and have been enjoying ourselves immensely. We would however, like to warn those who would follow in our footsteps that — contrary to the claims of the Mexican government — *mordida* is still alive and well.

At approximately 0230 on October 3, three Mexican Customs Officers wearing beige uniforms attempted to extort \$1,000 *nuevo pesos* from me while I was crossing the provincial check-point at San Embodier into Sonora. The Customs officers threatened me with jail, waved their automatic rifles in my face, and demanded a considerable amount of money.

When I told them — in my very limited Spanish — that I didn't have the money, they demanded 700 *nuevo pesos* instead. Since I didn't have that either, I had no choice but to refuse their demand. As a result, they detained me for approximately 40 terrifying minutes. In a civilized country, Customs officials are not allowed to prey on law-abiding citizens — and I must protest this state of affairs most vehemently.

At the time of the incident, I was travelling from San Diego to our boat at San Carlos, and I was bringing various marine supplies along. The bus took Mexico Highway #2 from Tijuana to Sonora and

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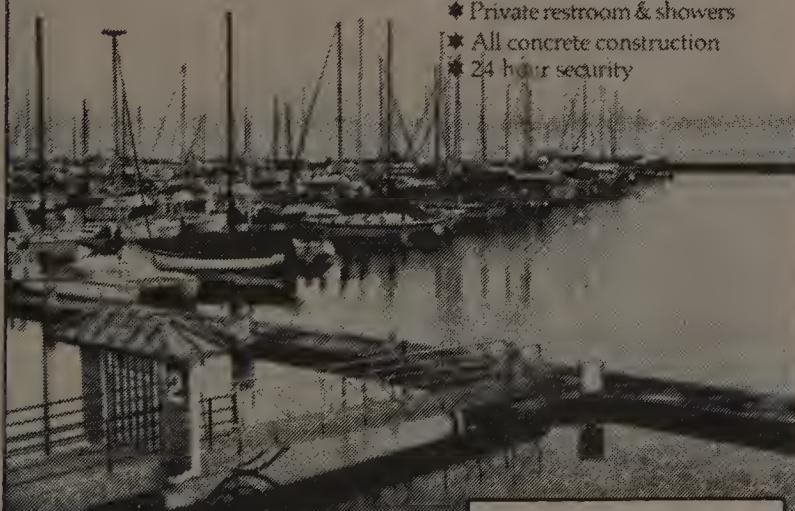
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LETTERS

followed #2 south.

I had all the correct papers — including the bonding paper for the vessel, the ship registration, my passport, my entry visa — and even a copy of the Mexican Law that says supplies and repair equipment for vessels in transit are exempt from duty. I also had a letter from the Marina San Carlos Dry Storage stating just what supplies I was bringing into the country. With these papers, I had previously negotiated the USA/Mexico border with no problem — only to be accosted at the Provincial Border.

It was most evident that these Customs officers were not demanding any kind of legitimate duty — the amount of legitimate duty is obviously not negotiable. The reduction from NP \$1,000 to NP \$700 made it blatantly clear that I, a woman traveling alone, was being extorted for the personal benefit of these three Customs officers.

In the anxiety of the moment, I was unable to get any names or badge numbers; I was simply too scared. I did receive some assistance from one of the bus passengers, who my family and I had previously met in the marina at Puerto Vallarta. I only know that his name is Vincente, he owns a small sportfishing boat named *Primo* which he anchors at the marina, and that he is a captain in the Mexican navy. Had it not been for his intervention, I'm unsure of where I would be today.

Be warned, Mexican Customs officials can be extremely dangerous!

Mrs. Valeria A. Kleyn
Summer Cloud
Mexico

Valeria — We're very sorry to hear about your unfortunate incident and glad that you had a Mexican friend to help you out.

Mexico has had a long history of mordida; part of it is cultural, part of it is criminal. While it's no longer as common as it once was — in our more than 30 trips to Mexico, often with lots of marine gear, we've never been 'bit' — it still endures, particularly in the more remote areas.

For cultural and other reasons, we also suspect you wouldn't have been hassled as much if you were male.

BOAT AFTER BOAT

I was amazed and delighted to first see a picture of my book, *Belo Horizonte*, on page 122 of your December issue — and then see a paragraph describing the book on page 81.

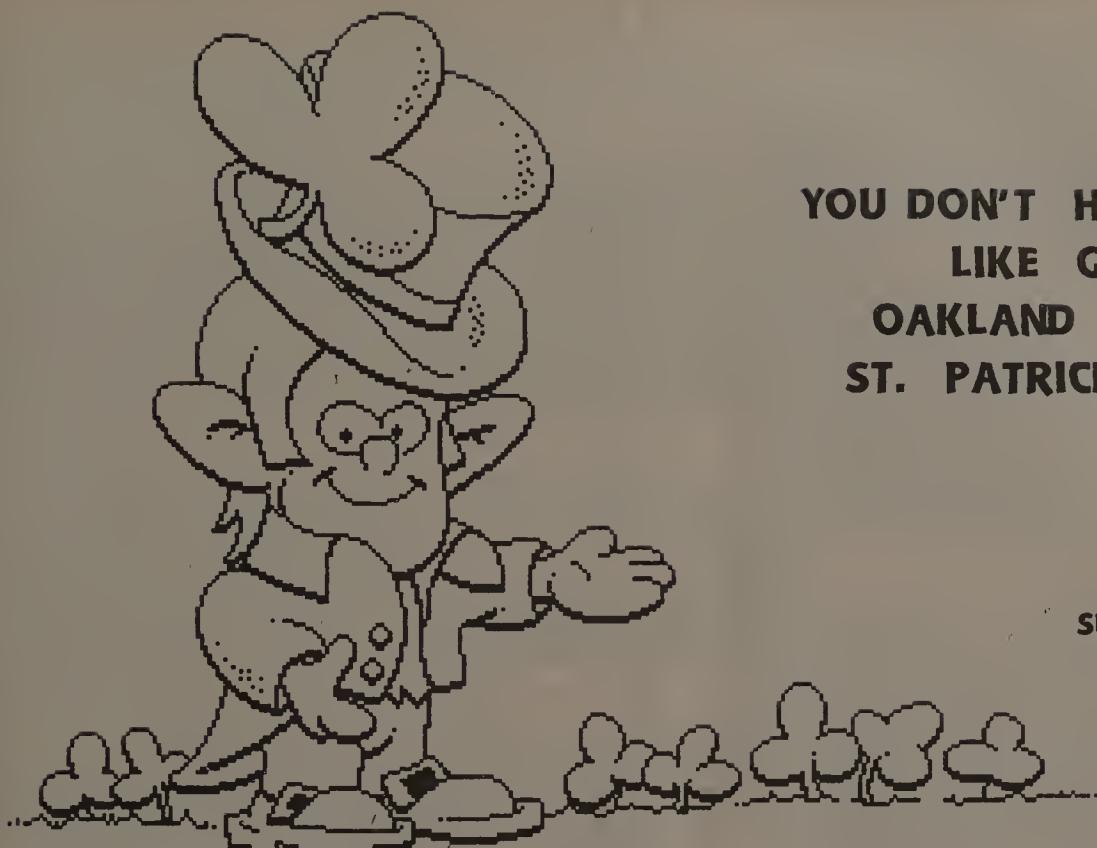
While living in Newport Beach and working for Sudden & Christianson, agents for the Waterman Steamship Corp., I started buying boats. At first they were a means of getting to Catalina Island and later a way of entertaining important customers. During the ten years I lived and worked in Southern California, I progressed from a rebuilt fishing boat to a 40-ft Matthews Cruiser. The ads in *Latitude* were the source of my supply.

When I transferred to the head office of Pacific Steamship Agency in San Francisco, I converted to sailing. I owned a Dufour, a Challenger 32 and finally the Morgan 38 — on which I went cruising for seven years after selling my business.

Back in San Francisco with nothing much to do, I was easily persuaded to go to work for Royal Yachts as a salesman. When they went out of business I tried Sunset Yachts in Emeryville for a year. I still read every issue of *Latitude*, but when I get tempted to buy yet another boat, my wife frowns and reminds me that I am now 84-years-old.

With the good publicity you have given my work, I'm sure that sales of *Belo Horizonte* will increase and more stores will carry it. Thanks!

Richard B. Abbott
Alameda



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Team Silicon Valley.

In late January, Kevin Reed announced the creation of 'Team Silicon Valley', an organization formed to support his plans to compete in the 1998-'99 Around Alone Race. Most readers will identify with this race by its former name, the BOC Challenge, a 27,000-mile, five-leg, singlehanded race around the world. Reed plans to sail a custom-built Class II yacht (50 feet) named *Silicon Valley*. The 36-year-old father of two currently lives in Fremont and works as Marine Sales Manager at Trimble Navigation.

Bird takes off again.

Peter Bird, the quiet Englishman whose trans-Pacific row from Russia to California was interrupted two years ago, will attempt the feat again. As this issue goes to press, he should be in Vladivostok doing the final preparations on *Sector II*, the same covered rowboat in which he attempted the crossing last time. He's due to depart in early March.

A star to steer her by.

For the tenth year, a special interdenominational worship service dedicated to the recognition of mariners and their significant Christian tradition will be celebrated at St. Luke Presbyterian Church in San Rafael at 10 a.m. on Sunday, March 3. Yachtsmen from around the Bay Area are invited to share in this unique service.

Special worship will be sung by the 24-voice Sons of the Sea Chorus from the St. Francis YC. The Reverend Dan White will conduct the service with assistance from a Catholic priest and Rabbi, making this a truly ecumenical service.

St. Luke Presbyterian is located at 10 Bayview Drive in Loch Lomond. Loch Lomond marina had been dredged, and anyone wishing to dock for the service at Loch Lomond YC or Marin YC should call port captain Bob Smith at 459-9811.

Refreshments will be available in the church social hall after the service and the traditional no-host brunch will be served at Loch Lomond YC. Reservations for the brunch can be made by calling Kay Simmons at 453-8790 or Ann White at 499-9088.

What's the story?

"Being one for details," writes Eric Steinberg of Farallon Electronics, "I couldn't help but notice the ad for 1972 Sperry boots in last month's classys under the 'wanted' heading. Now, I've seen this ad in many different rags for years. Can anyone please tell us less-informed folks what this is all about?"

Gearing up for the season.

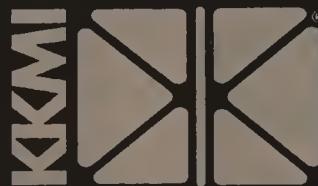
Rich Kerbavas, president of the Cal 29 owners association recently dropped us a line. He noted that the fleet was organizing their calendar year and were looking for input and participation from interested people. The racing schedule includes participation in the ODCA season and multi-day regatta/parties at Vallejo, Richmond and Tiburon. They are also trying to organize with the Cal 20 and 27 fleets a racing tune-up series. The smell-the-flowers contingent can select from a number of cruises, including an annual sail/tennis weekend and a coastal cruise to Carmel. For more information on activities, contact Rich at (510) 654-2747 or race chairman Tom Bruce at (510) 849-3649. Cal 29 owners interested in joining the association should contact Ruth Summers, 6236 Cedar Blvd., Newark, CA 94560.

Deadly leak.

Two herring fishermen, aged 39 and 40, were found dead on their boat, *El Niño*, which was docked at Gateway Terminals in Alameda. The boat had docked the previous night with a load of herring. The two men were found discovered by a dock foreman who had gone aboard in the morning to wake the men for a fish offload. The cause of death was found to be asphyxiation from leaky engine exhaust.

We are sorry to interrupt your nautical daydream for a special announcement.....

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In The Groove



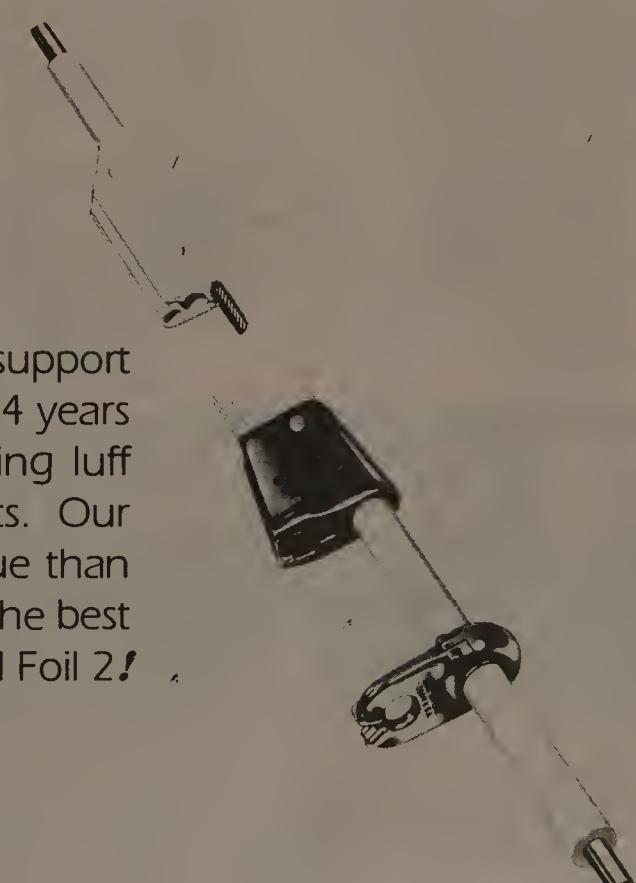
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Superb ease of use: Garmin took the best navigation screens in the business and updated them for a larger (4.25"-diagonal), waterproof LCD. The GPS 120, like the 45, has five different "pages" of information to guide you through all aspects of navigation, and each is the best in the industry. Our favorite is the Navigation page, with its intuitive "highway" guiding you toward your next waypoint, but even the Satellite page is elegant, with an easy-to-understand polar plot and bar graphs showing satellite coverage.

Highly accurate fixes: The GPS 120 features a MultiTrac8 receiver for continuous, one-second fixes. For the ultimate performance, it's designed to be upgraded with a GBR 21 Differential Beacon Receiver, for fixes accurate to within 5-10 meters and speed information accurate to within 1/10 of a knot (when in range of Differential Beacon stations along the coast).

The Garmin GPS 120 stores 250 waypoints with 6-character labels, and 20 reversible routes of 30 legs. Includes waterproof, dry-nitrogen-filled display unit, surface-mount bracket, flush-mount kit, low-profile antenna with 30 feet of cable, and power/data cable. Draws 2 watts at 12V DC.

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other claims to fame: it is the birthplace of the Incan civilization, a place Tristan Jones once sailed and, as you can see, yet another famous site visited by Latitude 38. Thanks to our roving reporters, Pixie Haughwout and Ralph Folsom, for preserving the historic moment.

Color us envious...

The Fourth Annual Women's Sailing Seminar kicks off on March 23 at the Island YC in Alameda, and if it's half as good as the previous ones, we may show up in drag just to sit in on some of the workshops. The theme of this year's event is 'Sailing With Confidence', which is exactly the quality previous seminars have instilled manyfold in attendees. Examples of seminars this year sound just as strong — *Shorthanded Sailing* by Sally Lindsay; *Treatment and Care of Spinnakerphobia* by Sally Richards; and *Spinnaker Trim* by Jocelyn Nash are just a few. There are also workshops for cruising, and several on-the-water sessions. Anyone lacking the Y chromosome is invited to attend the all-day Seminar, but space is limited and this event has always filled up fast. Registration postmarked before March 10 is \$50; it's \$60 after that. For more information, or to get a registration form, call the Island YC at (510) 521-2980.

Oops.

In last month's story about Craig Osfeld and the loss of the ketch *Maxwell's Demon* on an Australian beach, we noted an incorrect address. The correct address for Stephen Phillips is 4150 Capitola Rd., Ste. 037, Capitola, CA 95010. And yes, Craig, Phillips is still very interested in you contacting him if you need work.

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3/28	7pm	Palo Alto	Barbara Marrett	Provisioning Like a Pro
3/13	7pm	Oakland	Chuck Hawley	Improving Your Boat's Electrical System
3/20	7pm	Oakland	Brion Toss	Rig Tuning & Surveying
3/29	7pm	Oakland	Barbara Marrett	Provisioning Like a Pro
3/26	7pm	Sausalito	Barbara Marrett	Rig Tuning & Surveying
3/21	7pm	Santa Cruz	Brion Toss	Provisioning Like a Pro
3/19	7pm	S. San Francisco	Brion Toss	Rig Tuning & Surveying
3/27	7pm	S. San Francisco	Barbara Marrett	Provisioning Like a Pro

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1 1/4"	282301	\$3.15	2 ³⁶
1 1/2"	282236	\$3.25	2 ⁴⁴

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life of brian, part VII — around alguhas

Brian Caldwell, Jr., has been a regular contributor to these pages since last September. His monthly installments chronicle his ongoing attempt to become the youngest singlehanded sailor ever to circumnavigate the globe. On June 1, at age 19, he departed Hawaii on his Contessa 26 Mai (Miti) Vavau. ('Mai miti' was the name of Fletcher Christian's Tahitian girlfriend; 'miti vavau' means 'waves from a distant storm' in Tahitian.) Now 20, he is at this writing within a stone's throw of Cape Town, the official halfway point of the voyage.

There's a little reference in this month's dispatch that bears explanation. Brian really got into the singlehanding thing on the family's Santa Cruz 27 in the Caldwell's homeport of Hawaii. "Almost every afternoon after school, he'd dump his books and take off for the afternoon," says mom Jan Caldwell. "The boat was named Cool World, but we nicknamed it 'Cruel World' and we started calling him 'Sail Alone'." She notes that Brian's first circumnavigation — a two-day roundabout of Oahu — was on the 27.

Ah, what a relief it is to have scratched Cape Alguhas off the list of waypoints! Mai (Miti) Vavau is now halfway around the world in Cape Town, but as I like to tell people, a lot more than halfway over the hump. Sure, any ocean can be bad, but percentage-wise, the rest of the sail home should be a downwind milk run. My vessel loves light to moderate breezes, so we're both hot with anticipation for the Atlantic.

It took longer than expected to round Alguhas — aka the 'Cape of Storms' — but is that so unexpected? The extra time bought me safe passage around what some might argue is the most dangerous promontory on earth. Sure, it blows gale force a higher percentage of the time at Cape Horn, but the chances of encountering waves of 20 meters and higher there are far less than around the Alguhas Bank.

In fact, I was driven back from Cape Alguhas three times before finally besting the rocky outcropping on the fourth attempt. The first time, I was within 22 nautical miles of the enigma before a sou'wester drove me back to Mossel Bay. Because the blow was forecast to last a day and a half, I decided to seek shelter and wait for a more promising window instead of lying to the sea anchor behind the only shelter available, Cape Infanta.

The second time, I left Mossel Bay along with another singlehander, Steve on Look For. This time, we were 50 miles from Cape Alguhas before Alistair of the South African Net came on the radio with a nasty weather forecast. As I said in a previous article, the weather here can change completely in less than 12 hours. This time it took six; the picture went from a near-perfect two-day window to several lows and a cold front coming our way.

How the hell did this happen? Our trusty new high decided to back up instead of riding on around the Cape. So, after heaving-to for five hours to wait for the westerly switch, we gave up and match-raced back to Mussel Bay.

The third time, I had engine trouble only 10 miles out of Mossel. Sure, I could have kept going, but the wind trend around there is all or nothing — so it would have been tempting Murphy to continue when I was so close to shelter. Luckily, it was just a clogged fuel line and gunked-up filter.

Finally, 'BJ the Boomerang' wished Mossel Bay goodbye for the fourth and final time. A gale-force sou'easter drove us around the bloody point some 35 degrees south of the Equator. The seas were incredible, but what does one expect off Cape Alguhas? It just would not have been right without spume, penguins, whales and the magnificent wandering albatross careening over the wavetops.

Mai (Miti)'s latest triumph was shared by two other boats. One was Proteus, a Cal 30 sailed by Tony, who readers of these accounts may remember as the young Korean sailor attempting to become the first of his nationality to circumnavigate solo. The other was my newest buddy, Anthony Steward, a South African who claims the title of first man to circumnavigate in an open boat. He reassured me by saying it also took him four attempts to get from East London to Cape Town on his record-setting trip! Anyway, you should have seen the three of us raising hell in the sleepy fishing port of Mossel Bay. Anthony was delivering a yacht called Fair Cape of all things, to Cape Town and had taken two months from Durban to do so — as I had. This guy can't count how many times he's rounded the 'Cape of Storms'.

continued outside column of next sightings page

a bridge

It's enough to make you want to bring back the ferry boats — the car ferry boats.

Estimates for seismic retrofitting of five Bay Area bridges and two state-owned bridges in Southern California have soared to at least \$2 billion. And you can be sure that figure will only go up as time goes by. It will probably cost half that to strengthen the Bay Bridge alone.

The updated figures, released in late February, have planners rethinking some of the projects. For example, Department of Transportation officials say they will now simply build a new western span over the Carquinez strait. That \$300 million project will be cheaper than retrofitting the original



BJ Caldwell and 'Mai (Miti) Vavau' off South Africa. With a bit of luck it will all be 'downhill' back to Hawaii.

too far?

western span, which opened on May 1, 1927 — the same day Charles Lindbergh landed in Paris.

A similar replacement option caused something of a furor last month when it was revealed that the replacement was also being considered for the eastern approach to the Bay Bridge. The replacement wasn't the issue — the fact that a \$22 million contract and several months of work were, effectively, called off was. Seems when Caltrans arranged for the work, the estimate for retrofitting the bridge was a measly \$250 million. With the recent quadrupling of that estimate, replacement for the section

continued middle of next sightings page

brian — cont'd

I'm happy to say I've secured Doyle Sails and Bainbridge Sailcloth as new sponsors. As soon as my new suit of Spectra sails is ready, I'll cut the umbilical cord with South Africa. The battle plan for the Atlantic? — I'm not saying a word, just keep reading *Latitude 38*!

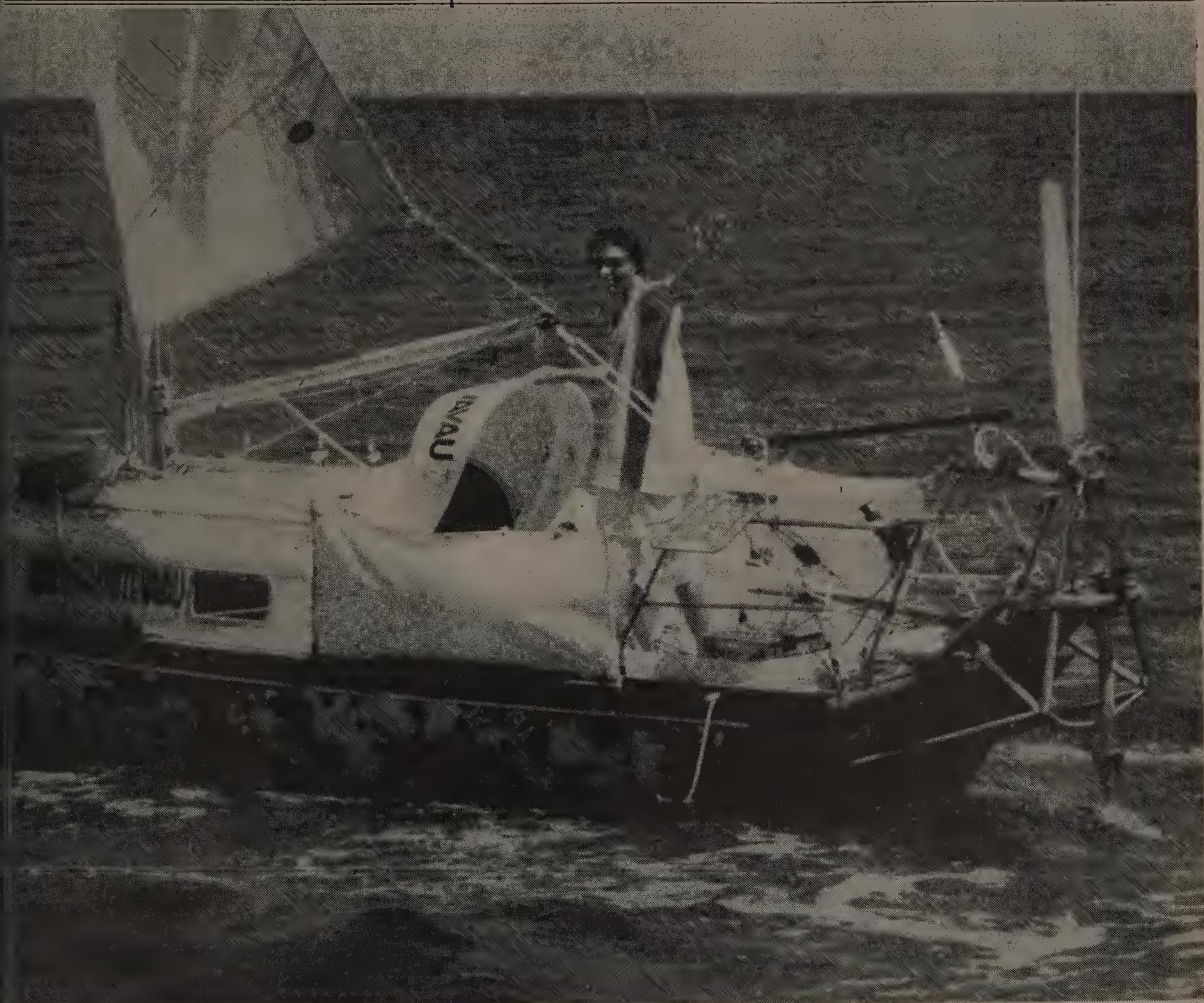
Although I've got new 'wings', I'm still desperately in need of a title sponsor. It's hard to engineer the next voyage when I'm laboring to finish this one on a wing and a prayer. My name is 'Sail Alone' and reaping publicity is my game!

Special thanks to all those who have gotten me this far — all 12,000 miles worth!

— brian 'bj' caldwell, jr.

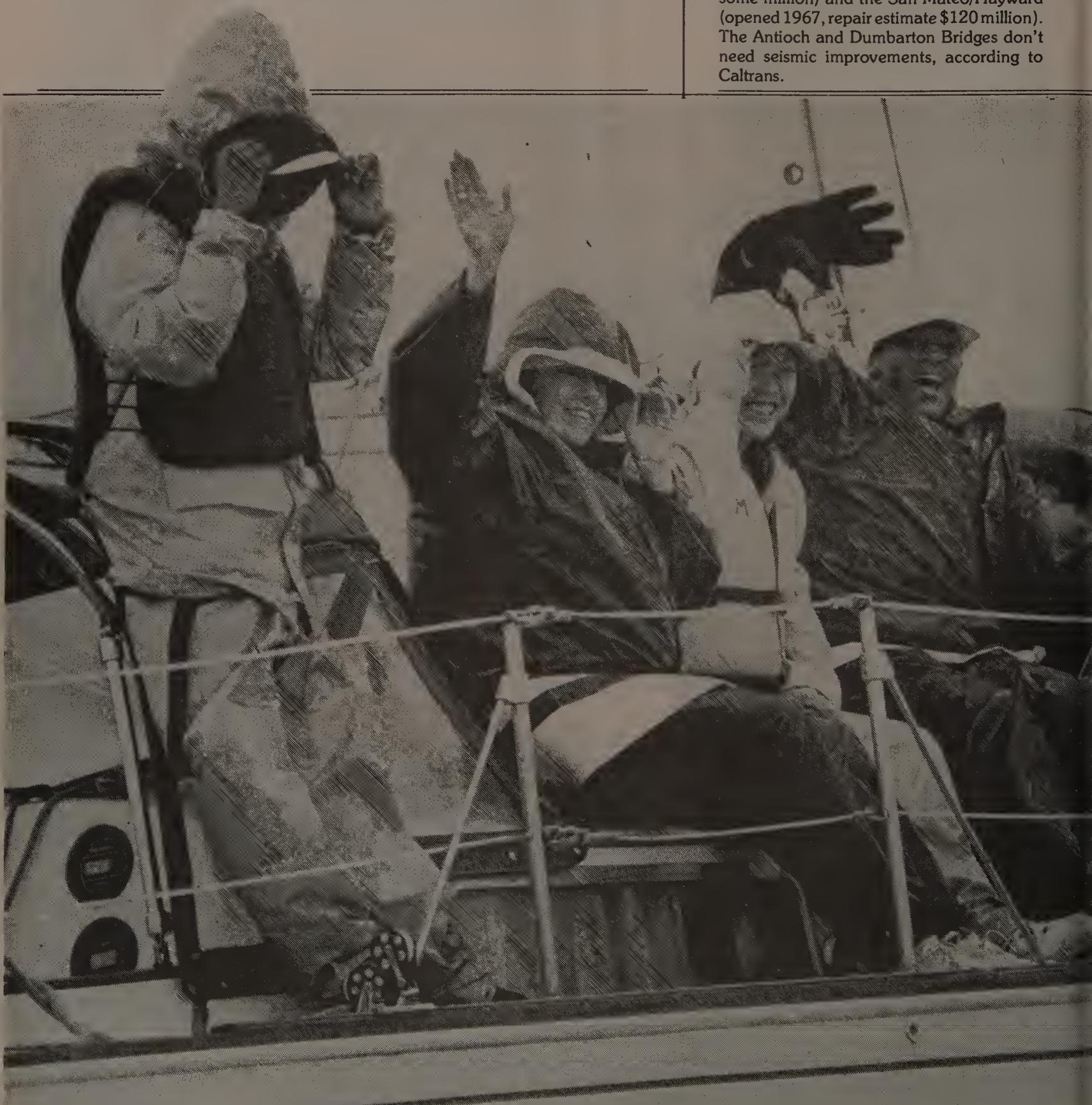
It currently costs about \$1,000 a month to keep Brian, Jr., sailing. Possibilities for sponsors including backing a single month, a single leg, or becoming the primary sponsor of the whole trip. Current sponsors include Alert Alarm of Hawaii, Mig Companies, Ala Wai Marine, Beautiful Towers,

continued outside column of next sightings page



brian — cont'd

Maui Divers, Les Vasconcellos, Boat Bottom Services, Wipe-Out Diving Service, Tony Cerciello, Para Tech Engineering Co., Signs by Nelson, Latino Pirates, Island Yacht Sales, Hawaii YC, Don and Nancy Gatewood, Dan Shapiro, Phil Overbeck, Bill Soderlind, Grant Fjernedal, Doyle Sails, Bainbridge Sailcloth and Latitude 38. For more information on sponsorship, call Jan Caldwell at (808) 845-1340, or fax (808) 528-6444, attn: Brian Caldwell, Sr.



bridge — cont'd

suddenly seemed like a viable option.

Other local bridges needing work include the eastern span of the Carquinez (opened 1958; repair estimate, \$76 million), Richmond/San Rafael (opened 1956; repair estimate about \$300 million), the Benicia/Martinez (opened 1962, repair estimate \$80-some million) and the San Mateo/Hayward (opened 1967, repair estimate \$120 million). The Antioch and Dumbarton Bridges don't need seismic improvements, according to Caltrans.

bridging the sports gap



PATRICK SHORT

Call it a trickle-down effect from the America Cubed women's sailing program in 1995. Call it another step for women and girls who haven't had the opportunities to learn about sailing that men and boys have had. Call it whatever you like, but for the 38 members of SportsBridge, San Francisco's Center for Girls and Women in Sports, sailing in the wind and rain on President's Day was a blast. Or, as 14-year-old Melissa Herico of San Francisco put it so emphatically: "It was the bomb!"

Divided equally between adult mentors who come from athletic backgrounds and their seventh and eighth grade "Student Athletes," the SportsBridge participants were the guests of Berkeley's Olympic Circle Sailing Club for a day of team building and sailing off the Berkeley Marina on February

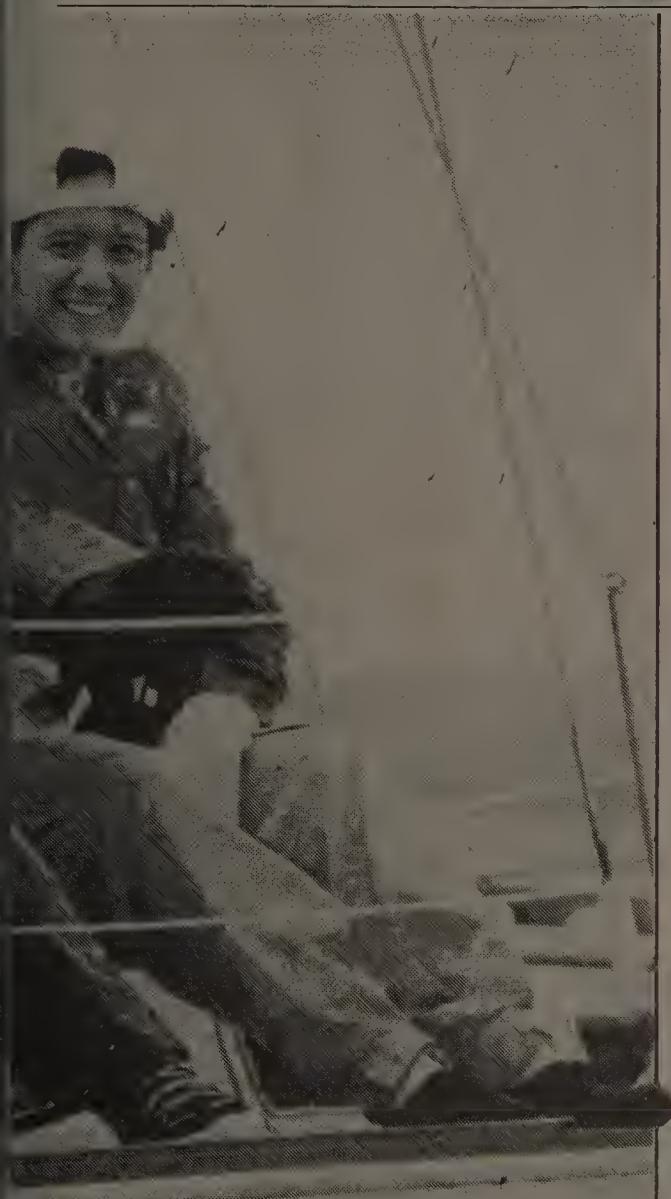
19th. This was just one of SportsBridge's ongoing events that introduces mentors and student athletes to new sports in an attempt to encourage young girls to take up athletics as a lifelong habit. "The sooner girls learn that they can be athletes, the greater a benefit it will be to every part of their life," says SportsBridge director Ann Kletz.

Not only do the mentors, who come from all over the Bay Area, and the 'SA's, who all hail from San Francisco's Everett Middle School, take part in adventures like going sailing, doing rope courses and playing other sports, but they also do schoolwork together and just hang out. Hopefully, this supportive structure will help the teenagers avoid the behavioral pitfalls that plague urban youths.

Sailing was new to the majority of mentors as well as the SAs. Before hitting the water, however, they spent the morning working together to build teamwork, courtesy of three trainers from the JM Perry Corporation who do similar programs for corporate employees as part of the OCSC's Executive Cup sailing program. After lunch, rain and squalls littered the Bay, but the women and teenagers weren't discouraged. They all piled into foul weather gear and life jackets and whooped it up as the boats left the harbor and tacked back and forth along the Berkeley Pier. A few suffered nausea, but recovered quickly back onshore.

Nursing a cup of tea to warm up after sailing, UC Berkeley senior Melissa Wickman revealed that her first ever sail had been "amazing." Camille Hearst, a tall, graceful 14-year-old, regaled those around her with a reenactment of her turn at the steering wheel. "I felt like a pirate with the wind and the rain in my eyes!" she said. Others said they'd like to do it again, or maybe try another water sport like boardsailing. The excitement generated was hard to miss and important to note. Sailing is a lot of fun, but you don't know that until you get a chance to do it. These women and girls got that chance. No doubt others would appreciate it, too.

— shimon van collie



PATRICK SHORT

no more selective availability — maybe

GPS users the world over were delighted to hear the rumors last month about the upcoming demise of 'selective availability.' Selective availability (SA) is the military's method of reducing the accuracy of GPS navigation available to civilian users. This accuracy is currently degraded by SA to within 100 meters 95% of the time. Without SA, accuracy will improve to 20 meters or better. And just as significantly, the remaining errors will be much more consistent, changing only slowly with propagation conditions. This will mean that speed and course 'over the bottom' data will become rock solid by comparison, even for very low speed vehicles (e.g., a racing sailboat probing

continued outside column of next sightings page

SIGHTINGS

no more s.a. — cont'd

for the best tide relief).

The rumors were well substantiated: The language calling for the SA shut-off first appeared in House military appropriations bill HR1530, which was vetoed by Clinton (presumably for other reasons). But the provision re-surfaced in Senate Bill S1026, which appears to have passed. Here's part of the text of S1026, as reported on the USENET newsgroup sci.geo.satellite-nav, where these things are discussed in detail:

SEC. 1081. GLOBAL POSITIONING SYSTEM.

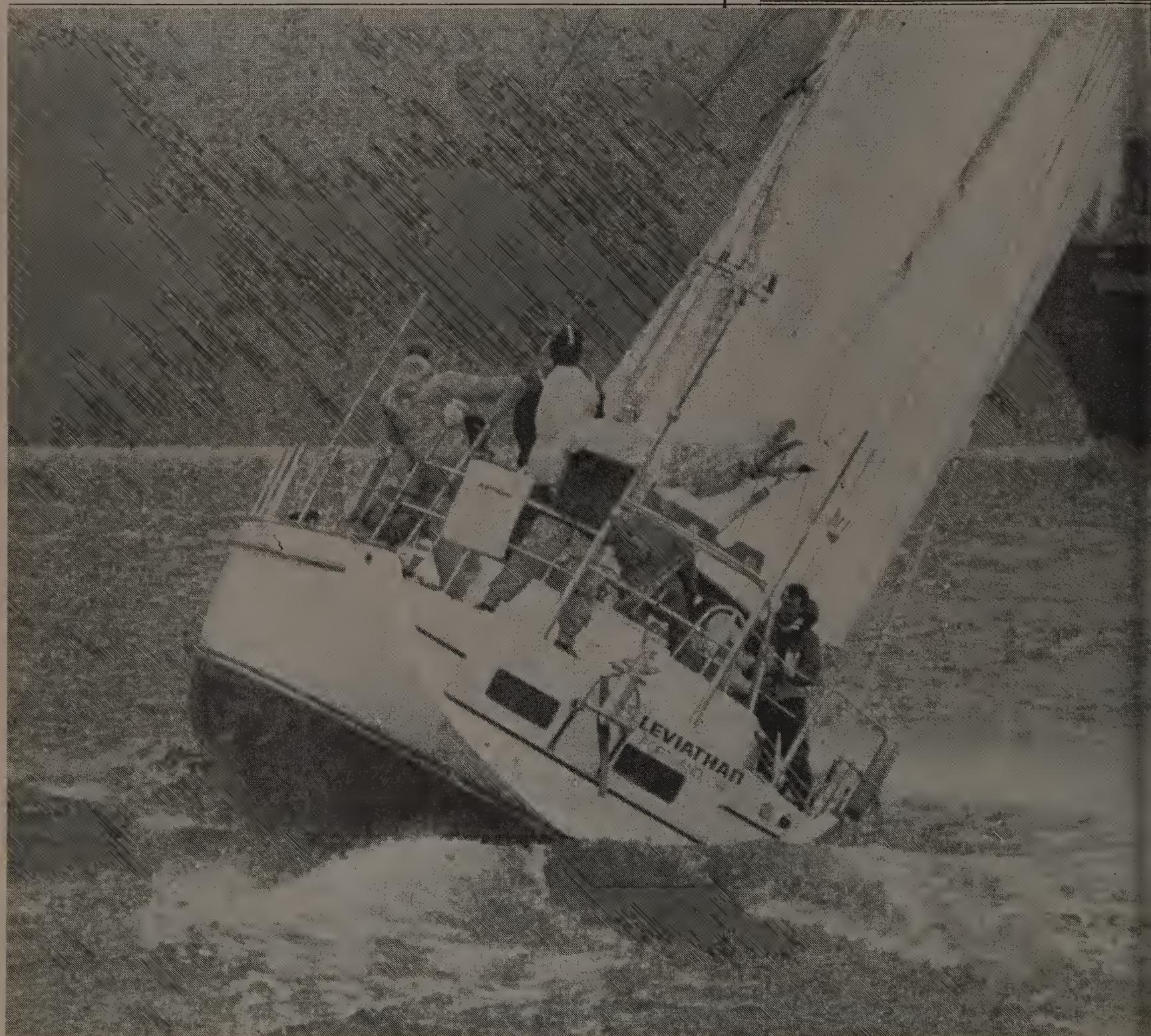
The Secretary of Defense shall turn off the selective availability feature of the global positioning system by May 1, 1996, unless the Secretary submits to the Committee on Armed Services of the Senate and the Committee on

continued outside column of next sightings page

elephants on

A century ago, about the time hunters were blowing passenger pigeons out of the sky and buffalo were shot from trains for sport, a similar decimation was going on off our shores. The game here was elephant seals, the giant pinnipeds whose male members sport the floppy nose that gives them their name. There used to be rookeries all up and down the coast, but by the turn of the century, only a few hundred elephant seals were left and the only colony of note was — and still is — around Año Nuevo.

The good news is that the animals have



the rebound

made a comeback. There are an estimated 125,000 of them now, including a small colony that has reestablished itself along the Point Reyes headlands. The result is that many visitors to the historic and windy headland are now training their whale-spotting scopes down to catch a glimpse of mothers, pups or the huge males, which can weigh up to 5,000 pounds apiece. Most of you know that buffalo have also made a commendable recovery. Not so passenger pigeons. The last of the breed, a female, died in the Cincinnati Zoo in 1914.



LATITUDE/ROB

no more s.a. — cont'd

National Security of the House of Representatives a plan that —

(1) provides for development and acquisition of

(A) effective capabilities to deny hostile military forces the ability to use the global positioning system without hindering the ability of United States military forces and civil users to exploit the system; and (B) global positioning system receivers and other techniques for weapons and weapon systems that provide substantially improved resistance to jamming and other forms of electronic interference or disruption; and

(2) includes a specific date by which the Secretary of Defense intends to complete the acquisition of the capabilities described in paragraph (1).

Of course, the bad news is that all the Department of Defense has to do to keep SA switched on is to come up with a plan and a timetable as outlined above. And none of the pundits on sci.geo.satellite-nav are willing to say for sure what the timetable will look like. Informed guesses seem to be "about two years" before we actually see SA go away. Still, this has to be considered great news for sailors.

Keep this in mind when shopping for new differential GPS equipment. Also keep in mind that even with SA turned off, the DGPS systems will still have a slight edge in accuracy over uncorrected GPS.

— paul kamen

vts — service oriented

Vessel Traffic Service is a Coast Guard-operated vessel monitoring service headquartered atop Yerba Buena Island. Their mission is to keep track of shipping traffic in the Bay and its approaches, 24 hours a day, 7 days a week. They do this through an extensive array of radar located atop Yerba Buena, Point Bonita and, soon, Point San Pablo and Mare Island. Most of the time, their role is a passive one, but occasionally they will recommend or even direct a ship to change course for one reason or another. Communications within the Bay are handled on VHF channel 14; outside, on channel 12. Participation in the VTS traffic service, once voluntary, has since 1994 been mandatory for all ships over 40 meters, tugs with tows and vessels for hire with more than 50 people aboard.

What does all this mean to recreational boaters? It means that you can know a lot more about when ships will be going by than you might previously have thought — and thereby avoid those occasional adrenalin rushes when you're convinced that an oncoming tanker is going to grind you into kindling.

Recreational boaters are welcome and even encouraged to 'eavesdrop' on channels 12 or 14 when they're out sailing the Bay. But perhaps a more educational exercise might be simply to monitor channel 14 from the comfort of your slip. Spread out an up-to-date chart, and you'll soon be picking out the check-in points along a reporting vessel's route. You'll hear both familiar and not-so-familiar names: Golden Gate Bridge, Anchorage 9, Delta Echo Span, Dump Site 9 and Echo Buoy, to name a few.

In fact, by monitoring channel 14 for 10 minutes or so before leaving your berth, on any given day you can know exactly what sort of shipping you might encounter in the area of the Bay you plan to sail. Think how useful that could be on a foggy day. And if necessary, don't hesitate to call VTS — 'traffic' or 'Vessel traffic' are their call signs — on channel 14 with your name and location for a traffic update in the immediate area, or if questions arise about a particular vessel's intentions. (In an emergency situation, you can call a vessel directly on channel 13, the bridge-to-bridge frequency.)

In turn, when significant deviations occur in normal traffic patterns, VTS may make a safety broadcast on VHF channels 14 and 16 to warn the boating public.

For sailors venturing offshore, VTS broadcasts the positions, courses, speeds, and estimated times of passing reporting points of all ships that have reported to VTS in the Offshore Sector. These broadcasts occur at 15 and 45 minutes after each hour. The Offshore Vessel Movement Reporting System (OVMRS) is the only one of its kind in the United States.

San Francisco's Vessel Traffic Service itself, a model for several other

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SIGHTINGS

vts — cont'd

services around the country, had its official beginnings in 1971 after two tankers collided under the Golden Gate, spilling 800,000 gallons of oil into the Bay. VTS has since contributed greatly to the safety of all boaters — and, upon occasion, automobile drivers. One of their most notable 'saves' occurred in the mid-'80s when a barge parted its anchor cable in San Pablo Bay and started drifting toward the Richmond Bridge. Alert VTS personnel spotted the runaway on radar and tugs 'captured' it before it did any harm.

OVMS was instituted in 1986 after another devastating accident, the loss of the fishing boat *Jack Jr.*, which was run down in heavy fog by a tanker. All three crewmen went down with the fishing boat.

Besides keeping watch over the Bay, VTS works with a number of agencies, such as the Harbor Safety Committee, to promote safety on our waterways. They are also a friendly bunch of people who are proud to show off the VTS facilities on Yerba Buena to interested parties. For more information, literature or to make advanced reservations for a tour, call (415) 556-2950.

coastal plate

The feature that makes California truly 'golden', in our humble opinion, is its coastline. The beauty and variety of our 1,200+ miles of coast is unrivaled in the world. At least the part of it we've seen.

Organizations like the California Coastal Commission have dedicated themselves to keeping our beaches beautiful. You'll know the CCC in particular as the folks who organized the Adopt-a-Beach program, and who stage the annual Coastal Cleanup Day. In this latter program, 37,000 volunteers combed the state's shorelines last year to remove nearly a half million pounds of trash, including 500 tires, 3 cars — even a discarded cement truck! Since the program began several years ago, more than 1,600 tons of trash have been removed from beaches, waterways and wetlands by CCC volunteers..

Funding cutbacks threaten this and other programs. But the Coastal Commission has come up with an innovative idea to raise the needed money to continue the beach cleanup, as well as other coastal protection and improvement activities: The Coastal Protection license plate.

As you can see, the plate depicts a gray whale diving into a misty sea. The artwork for the plate was donated by the noted environmental artist Wyland.

The plates are not available yet. The deal is that the Coastal Commission must receive 5,000 paid orders by December 31, 1996, before the DMV will actually start producing the plate.

The plates will cost \$50 over the normal registration fee, and \$40 for



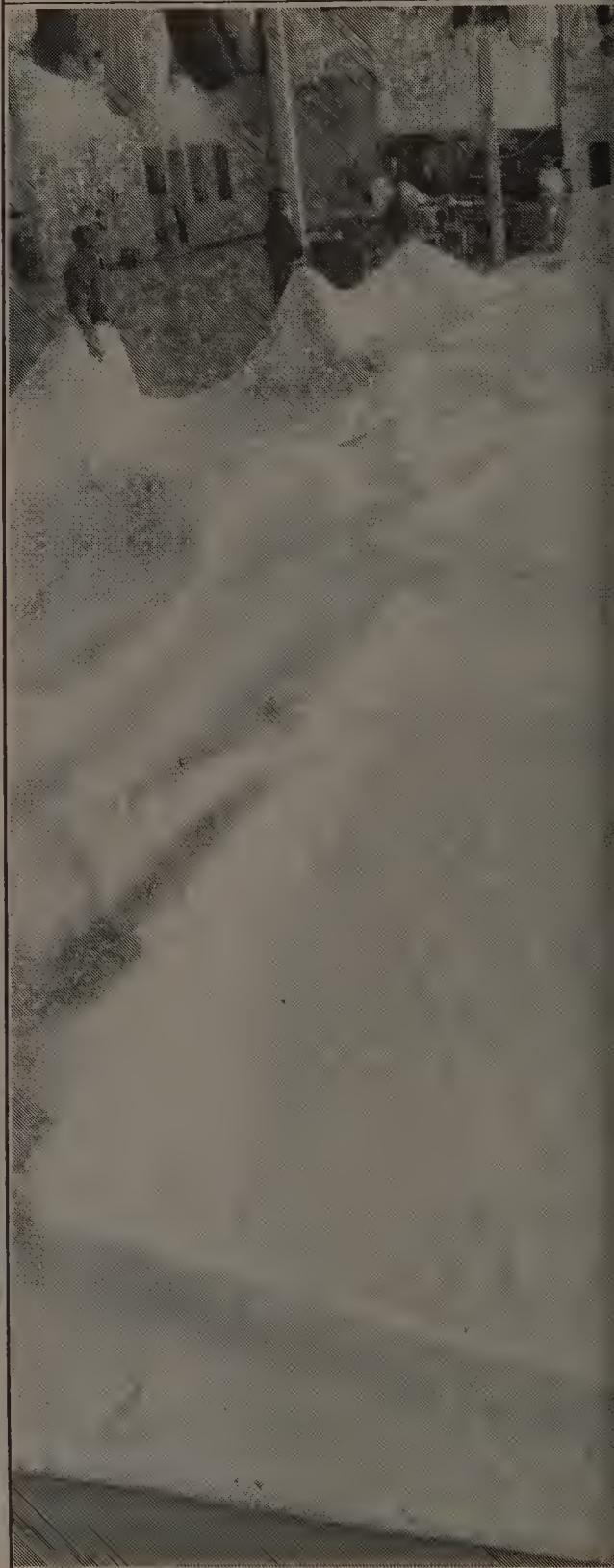
renewals. Commercial and personalized plates are available, and the message of an existing plate can be transferred to a coastal plate. Plates can also be given as gifts. To get the ball rolling, the CCC says early purchasers will receive special incentives that are currently being developed.

Anyone interested in the new plates can call 800-COAST4U (800-262-7848) for an application.

world's largest

Analogy time. The mainsail recently completed for the J-Class sloop *Endeavor* will present 5,360 square feet of Hood Vectran to the breeze. That's the equivalent of 134 El Toro sails. It's as much as the square footage in three normal houses. Heck, it's almost as big as the lot for most normal houses.

Completing the dimensions, the sail sports a 153-foot hoist, 63-foot foot and 20-foot battens. The only relatively 'small'

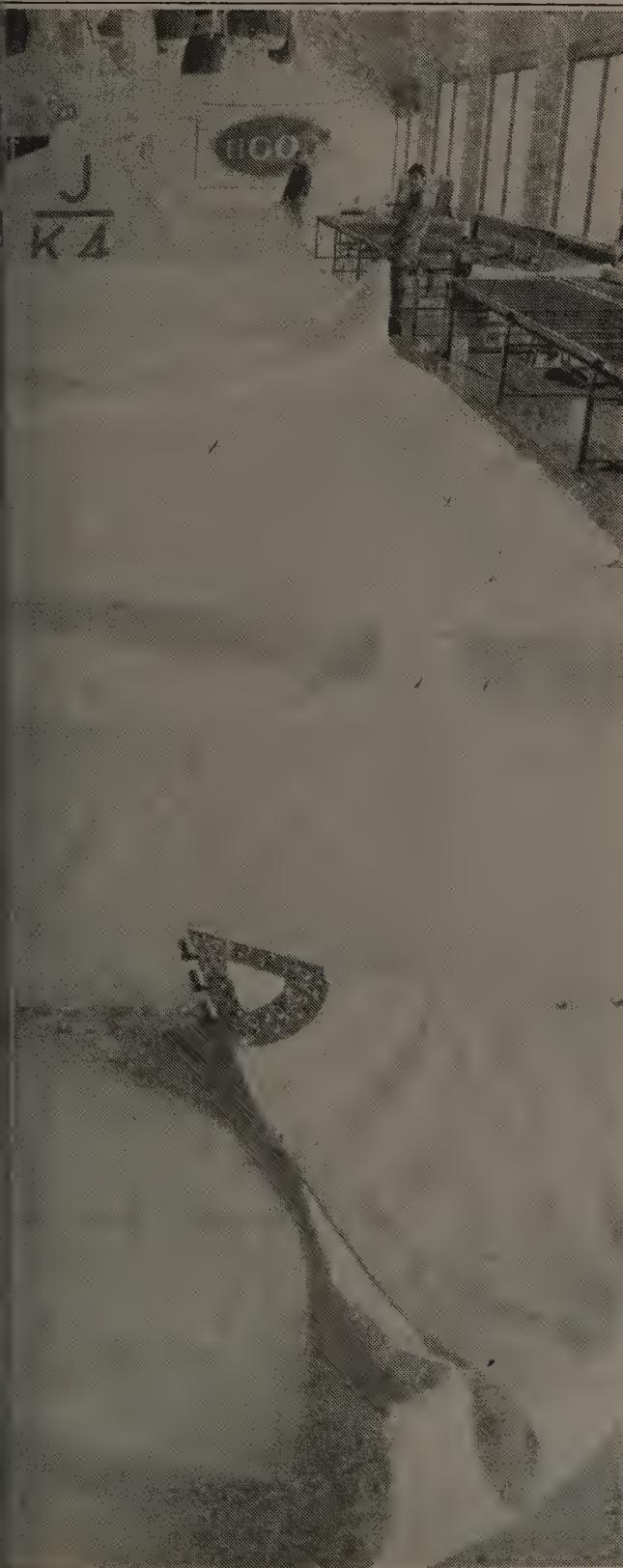


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mainsail

measurement is the weight. The sail weighs only 950 pounds, a full 700 pounds less than its woven polyester predecessor. The sail was built by the boyz n' the Hood loft in Portsmouth, Rhode Island.

The sail could also be said to serve as the world's biggest business card. Made of a combination of Vectran and woven polyester, *Endeavor*'s new main is expected to have far superior stretch resistance, strength



life of riley

Latitude 38 and Corinthian YC are happy to announce the third in a continuing series of presentations by the best and brightest in sailing. We invite all Bay Area sailors to come and meet Dawn Riley at the Corinthian YC on Thursday, April 11. We'll get back to you with more specifics on times and so on next month.

It's not hard to come up with specifics on Dawn herself. At age 30, she has done more high-level sailing than most of us will do in a lifetime. Growing up with the sport in Michigan, Dawn ended up often more in demand for her foredeck skills than most of the local guys. She obtained a degree in advertising from Michigan State — and also captained the sailing team to victory over arch-rival University of Michigan. She tried to 'go straight' with a real career, but sailing continued to get in the way. She sailed on all the hottest boats in the Detroit circuit, had a spot on SORC winner *Lunatic* . . . and then came the Whitbread.

Dawn's stint as watch captain and engineer on the 1989-90 all-women's Whitbread entry *Maiden* was definitely her entry into the big leagues. Her next appearance was in the pit of *America's Cup* years before its all-women incarnation. In fact, Dawn was the only woman on the team, and although she didn't race any actual America's Cup races, she was an integral part of the B team. In 1993-'94, she was back in the Whitbread, this time coming in as the skipper of another all-woman effort on *Heineken*. In 1995, it was back to San Diego to become Team Captain for the All Women's *America's Cup* team. Currently, Dawn is competing on the Brut Cup Professional Match Racing Circuit.

Off the water, Dawn has been a nominee for Rolex Yachtswoman of the Year and was just named as a finalist in the US Team Sportswoman of the Year. Previous winners of this prestigious sports award include Bonnie Blair, Jackie Joyner Kersee and Mary Lou Retton. She is also an author. In company with Cynthia Flanagan, Dawn wrote *Taking the Helm*, the story of the ill-fated *Heineken* project, a journey plagued with mutinous crew and endless gear failures.

Dawn's presentation is highlighted by slides and video from both the Whitbread and America's Cup, including that mesmerizing footage of *Heineken* slashing through mountainous seas as she runs before a Southern Ocean gale. This is great stuff — and a great opportunity to meet one of top sailors in the sport. Make plans to be there. For more information, or to reserve or buy tickets, call Chuck Riley (Dawn's father) at (415) 388-5090.



Dawn Riley.

LATITUDE/ROB

nice day, nice group

They call themselves the Sunshine Boys, or sometimes just the Old Farts Club. Every Wednesday as many as two dozen senior sailors from Richmond Yacht Club gather at the harbor and, if the weather's decent, head out for a lunch cruise — just as they've done every week for the past 20 years.

Now, when we say senior, we mean guys in their 80s, some of whom have been retired longer than most of us have been working. Ed West, for example, quit his job in 1968 and is now 87 years old. When we asked what he used to do for a living, he had a hard time remembering that far back!

Not all of the group are octogenarians. There are some young pups in their 60s, too. In fact, there is no age requirement, you just have to be free on Wednesdays to go out for a couple hours of sailing and bring a picnic lunch. If the weather's bad, the guys hang around RYC and someone gets soup.

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SIGHTINGS

nice group — cont'd

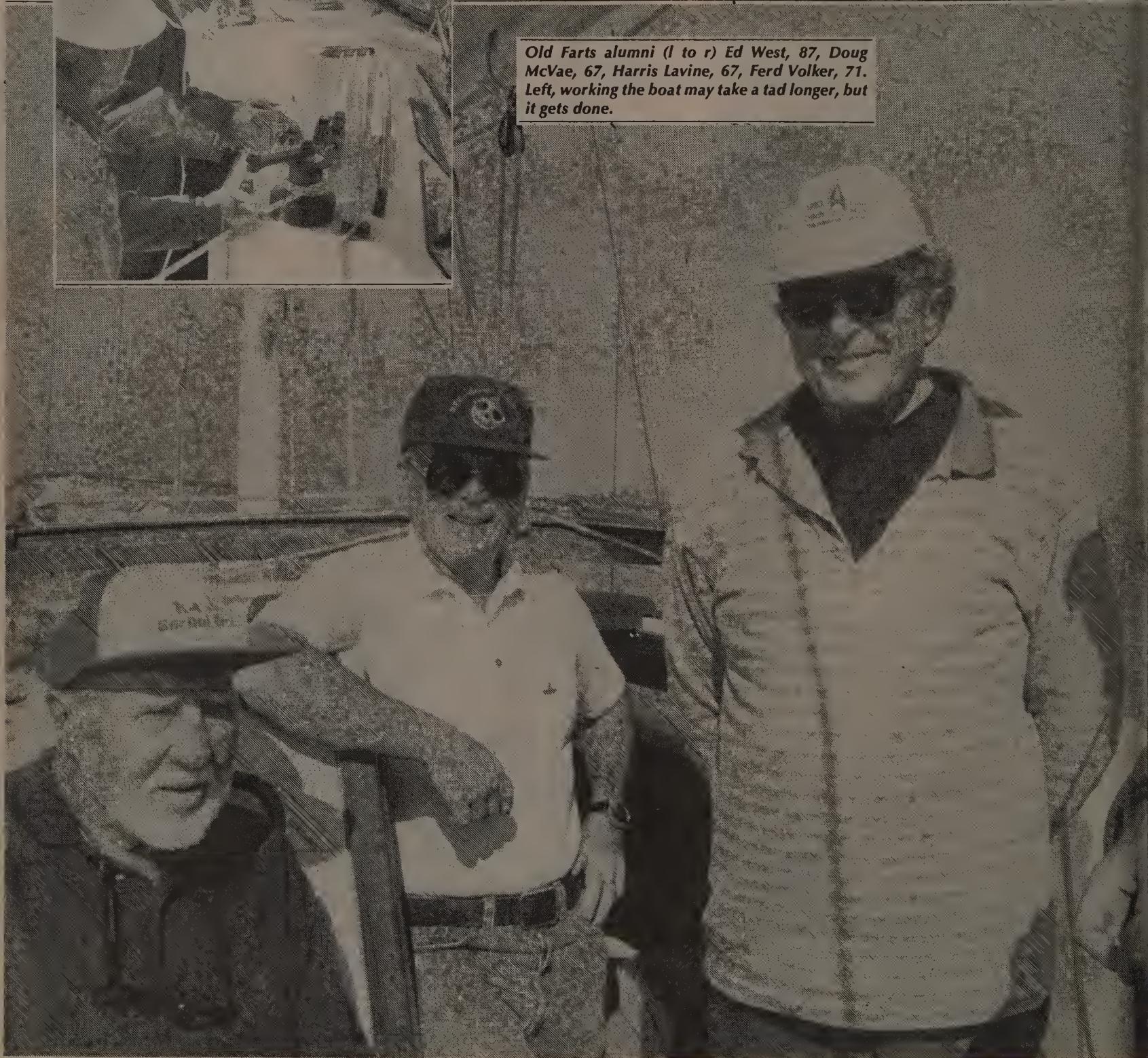


There are certain rituals the group always adheres to. Once they clear the Richmond outer breakwater, everyone has a beer. At lunch, someone usually brings out M&Ms. And invariably, there's a toast that includes the phrase, "Nice day, nice group."

Gerry Easterbrooks,

continued

Old Farts alumni (l to r) Ed West, 87, Doug McVae, 67, Harris Lavine, 67, Ferd Volker, 71. Left, working the boat may take a tad longer, but it gets done.



large main

and longevity when compared to the sail it's replacing.

Readers will remember *Endeavor* as the 130-ft J-class sloop built by Thomas Sopwith for the 1934 America's Cup. It lost to the American *J Rainbow*, 4-2. In 1989, Ameri-

gentlemen, vent

Care to venture a guess as to what type of poisoning kills more people than any other in this country? Carbon monoxide poisoning, either intentional or otherwise, is

— cont'd

can Elizabeth Meyer spent millions of dollars restoring and updating *Endeavor* to better than new condition. Based in Newport, Rhode Island, *Endeavor* has sailed over 100,000 miles since her restoration.

your engines

responsible for about 3,500 deaths a year. Another 10,000 people either seek treatment



SPREAD AND INSET, SHIMON VAN COLLE

nice group — cont'd

86, is one of the original Old Farts. Like many of the others, he's been through several boats and many racing campaigns. Easterbrooks built a Mercury and a 26-foot sloop many years ago, and later campaigned a Santana 30 with some partners. He and Ray Chubb and Walt Vosbrick were the original trio that started the Wednesday lunchtime cruise. "It's always been very informal," he says. "The first boat out determines where we're going and the rest of us just follow along."

We joined the gang on February 14, when three boats made it out with about 15 sailors. Others were back onshore getting ready for the club's crabfest that night and still others were no doubt taking care of their Valentines. Original plans called for a sail to Pier 39 in San Francisco, but in the light winds two boats headed for Tiburon instead and one boat took a lap around Angel Island.

Having been around, these guys have plenty of stories to tell, which fills up much of the time they're on the water. We learned some interesting tidbits about the history of the Bay, such as the fact that Treasure Island used to be a great crabbing spot before it was filled in to become the 1939 World's Fair. Another favorite topic of conversation is everyone's health, or lack of it. Many of these sailors have had surgical repairs done on their knees, hearts and eyes. Nevertheless, they move with agility around the boats and they relish a good 25 knot westerly as much as any Baby Boomer.

When asked if the Old Farts had any trouble recruiting new members, they just shrugged and said people keep showing up. Harris Lavine, a former physician who's just 67, said he used to take Wednesdays off when he was still working so he could go out with the boys.

And make no mistake, this is a male-only operation. Several of the members used to sail with their wives, some of whom weren't exactly thrilled by that experience. Gordy Miller, who's 87, says his better half gave up the ship several years ago. "When she turned 60 she told me she didn't have to sail with me anymore!" he laughs.

It's hard to argue that these guys haven't earned the right to sail with whomever they want. And it's impressive that they get out on the water almost every week all-year long, which is more than can be said for the rest of us. Sailing, no doubt, provides one of those magic elixirs that keeps them young and vibrant. As Ferd Voelker, 71, puts it: "It's encouraging to be in a group with so many 80-year-olds!"

the sea gals

And just in case there are any women out there who feel left out, please note that there is a separate group called the Sea Gals that also goes out sailing on Wednesdays. Not surprisingly, they started seeking out each other's company when they got fed up with being shouted at by men on other boats. "Jeanne Malis was really the originator of the group," notes Rosemary Seal, another one of the core group that dates back almost 30 years. "We decided to go sailing with each other and not have any shouting."

Unaffiliated with any one sailing club, the Sea Gals number about 30 active members. Unlike the Sunshine Boys, the women's ages range from about 30 on up. The only criterion for membership is the rest of the group's approval and access to a boat which they can take out during the midweek. And sometimes, they even take out a man, especially if he happens to own the boat they're using or someone wants to bring her husband along.

**a fiscal bomb
explodes in french polynesia**

French Polynesia is one of the most remote and fabled tropical destinations for yachties — as well as other adventurous travellers. What has distinguished the 130-island territory from other South Pacific countries/territories in recent decades is the standard of living, which is extremely high. New pickups, satellite dishes, and personal fishing boats are not uncommon in French Polynesia,

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SIGHTINGS

fiscal bomb — cont'd

while subsistence farming and fishing is the rule for most Pacific Islanders.

But this is likely to change dramatically in the next few years, and Tahitians in particular are likely to see a significant decline in their standard of living. Having gotten used to the relative good life, it's hard to imagine the residents of Papeete being thrilled about the prospect of having to return to shucking coconuts for copra to earn a living.

Nuclear weapons — actually the lack of them — are the cause of the expected upheaval.

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engines

or lose a day of normal activity from non-lethal exposure.

Carbon monoxide poisoning is most commonly associated with automobiles. We all know what happens when you lock yourself inside a closed garage with the engine running. But a study published in a recent *Journal of the American Medical Association* found that the next most common category



— cont'd

of victims might well be boaters. In a 10-year study done by the Virginia Madson Medical Center in Seattle (1984-1994), a total of 512 patients were treated for 'acute unintentional CO poisoning'. Most were victims of automobile-produced CO. But 39 people, ranging in age from 6 months to 69 years, were poisoned in 27 separate incidents involving

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If a boater spills a few drops of oil in the Bay, he's subject to fines of \$10,000 or some ridiculous thing. But who pays for stuff like this, and where does it go? That's right, folks. Next time it rains, take a walk down any street and check out all the crap washing its way into the Bay.

LATITUDE/RICHARD



fiscal bomb — cont'd

France moved its nuclear testing program to the 130-island Overseas Territory of French Polynesia in 1966 after the newly independent Algerians kicked them out of Africa. Since then nearly 200 nuclear devices have been exploded above and below the water at Mururoa and Fangataufa, two relatively isolated atolls 750 miles southwest of Tahiti. After the 199th device was exploded last month, the French announced the end of their testing and their enthusiasm for everyone signing the Comprehensive Nuclear Test Ban Treaty.

Depending on who you believe, the testing has or has not significantly damaged the atolls. Jacques Cousteau, who has pretty good environmental credentials, visited the two atolls in 1987 and said there weren't any indications that dangerous radioactivity was being released. And before the most recent series of nuclear tests, Gaston Flosse, the mayor of Papeete, cavorted around Mururoa's lagoon for the press, then sat down to a large dinner consisting of lobster from the lagoon and coconut milk from palms on a nearby beach.

Others, however, say that the atolls have been dangerously cracked and radioactivity is or will soon be leaking out. Internal French government documents suggest that things aren't quite as good as they've led the public to believe. And there are some who seem to want to blame all of French Polynesia's problems on the nuclear testing. Dr. Tilman Ruff of Australia, for example, is charging that nuclear testing has caused an explosive rise in the incidence of *ciguatera* poisoning. *Ciguatera* is produced by single-celled marine organisms on the reefs, which are eaten by small fish, which are eaten by larger fish, which are eaten by humans. While there may be some truth to what Ruff says, it seems like a real stretch. Personally, we wouldn't buy a used car from him. Or Chirac or Flosse.

The other major effect of the bomb has been monetary and therefore social. France is the last true colonial country for the simple reason that they never understood the concept. Rather than exploit their colonies in the far reaches of the Pacific and Indian Oceans, the French have dumped tons of money into them. Billions and billions of francs just to be able to claim grandeur as the last true worldwide power.

Prior to 1966, French Polynesia was self-sustaining, and earned income from the export of coffee, grated coconut, vanilla, and copra and oil extracts. But with French nuclear testing came highly-paid technicians and support staff, thousands of good-paying jobs for islanders, and huge amounts of money for the infrastructure and other support services. The huge influx of money meant the end of self-sufficiency, and the French Polynesians began to import food. Today 75% of French Polynesia's food is imported — which explains why cruisers have had to pay up to \$6 for a head of cabbage in Tahiti.

It's a common misconception that French Polynesia somehow thrives on tourism in the way Hawaii does. In reality, there are single hotels in Honolulu that have more rooms than can be found in all of French Polynesia. French Polynesia's high standard of living is based on one thing: money from Paris. One third of the 200,000 islanders are employed by national, territory or local government, and they are typically paid twice what they'd make in the private sector. Government workers sent to French Polynesia get a huge bonus for working overseas. And French Polynesia has been receiving a variety of other substantial subsidies.

With nuclear testing finished, so is the need for high-paid technicians, well-paid islanders, the development of the infrastructure and such. This, coupled with a worsening financial situation in France, has many French Polynesians gravely concerned about their economic future.

To reassure them, French President Jacques Chirac — the architect of the renewed bomb testing — has promised French Polynesians at least \$193 million a year for the next 10 years. While \$2 billion over 10 years is a good bit of money, it's chump change to what French Polynesia has been getting. In 1994 alone, for example, the French pumped more than a billion dollars into French Polynesia. In other words, Chirac has proposed that French Polynesia's fiscal lifeblood be cut by nearly 80%. It's gonna hurt bad.

The way it looks right now, radioactivity may be the least destructive fallout from the 199 tests of nuclear devices in French Polynesia.

fiasco on the horse that threw him

Last year, we ran the dramatic story of John Skinner and John Selbach who sailed Selbach's Moore 24 Sassy Mama in the Doublehanded Farallones Race. During a knockdown in that windy event, Skinner went overboard. Fortunately, he was attached to the boat by a harness, but it still took the combined efforts of both men and nearly half an hour to get him back aboard.

Skinner, 43, and Selbach, 47, are lifelong friends who have sailed together for 30 years. They've been sailing, together and separately, since the Farallones race. But never just the two of them aboard Sassy Mama. Their 'big comeback' sailing the Moore together again was scheduled for last month's Three Bridge Fiasco. Here's how it went — and why it's called the Fiasco.

A big waste of time. That's just about what I'd decided after running around for a week trying to figure out how to sail the Three Bridge Fiasco.

First my entry from the sponsoring Singlehanded Sailing Society wouldn't arrive, despite assurances that it had been mailed — three separate times. Evidently, other Alameda entrants hadn't gotten theirs, either. A week before the race, I finally drove over to the race organizer's office in Mill Valley, got the packet, filled out an entry and left a check.

Having never been on this race, I started asking people who might have the inside scoop. What's the best order to round the various marks? (In the Three Bridge Fiasco, boats must round marks or islands near the Golden Gate, Bay and Richmond Bridges in any order they like.) Is it usually windy or calm? And so on. The answers I received from five or six different people were all the same: "It's a great race, but I don't know the best way to go because I've never finished it. In fact, no one ever finishes it, but I'm sure looking forward to doing it again."

At the skippers' meeting, John and I were seated at a table with the three experts, Kame Richards, Kim Desenberg and Paul Kamen. Surely now we would get the word on the winning strategy. Or maybe not. It soon became apparent that none of them really had a clue as to the best way to do the race, either. They hadn't finished in some years, they said, but all agreed it was a kick in the pants!

It sure didn't sound like one to me.

The Friday before the race, I motored the boat to the St. Francis YC. As always, I was amazed to see so many Moore 24s preparing for the race. On the drive back to Alameda it started raining and I told John that if it was raining like cats and dogs tomorrow I had no intention of going on this pointless race.

Sure enough, it rained hard all night and harder in the a.m. Being the cowardly fair-weather sailor that I am, I wasn't exactly Optimist of the Month as my wife Karin and I met up with John for the drive over to the boat.

"We aren't going on this race. This weather is foul. Let's not waste the day."

"Shut up and get in the car," they both said in unison. "It's going to be a great day and a great race." I moaned and groaned the whole way there.

As we left the dock, the weather was looking marginally better. Okay, what the hell. We'll round one mark and go home.

We sailed to the line and John announced our course would be Blackaller (the Golden Gate mark), Red Rock (Richmond Bridge) via Raccoon Straits, Yerba Buena (Bay Bridge) and then finish. I totally agreed. Since I'm the most agile of the two of us, we assumed our 'normal' doublehanding positions on Sassy Mama: John would drive and I'd run the front of the boat. John is a great driver (he's the current Santana 22 champion), but he does have one flaw — his starts are conservative, not aggressive. I've learned to live with it, though. As his crew in the Santana 22, I know he never gets the start but is usually first around the mark.

Unfortunately, our start for the Three Bridge Fiasco was particularly bad. At the gun, we were about 200 feet to leeward of the line. Could nothing save this miserable day?

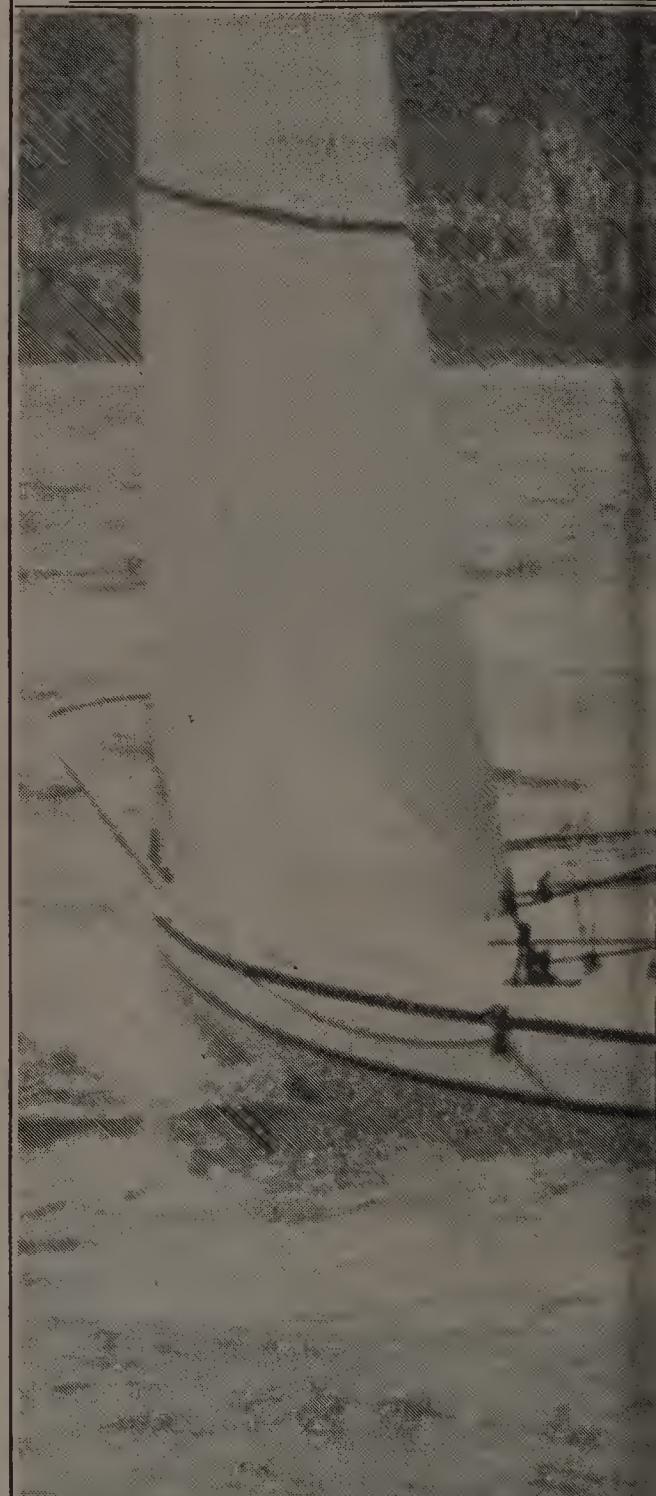
But as we do with every start, we had both clicked into race mode. Once the gun goes off, John and I are 100% racing to win. I am no longer a weather coward or a quitter and the rain or cold doesn't matter. Just winning.

At the first mark, we'd recovered some ground and rounded in the middle of the pack. We were pleased. The reach to Red Rock was great! In rounding, we got really excited because we could actually read the sail numbers on Fatuity, Dave Hodges' Moore 24. That meant we were doing great; Dave is

engines

boats.

As far as we know, this is the first attempt to quantify the CO problem aboard recreational boats. Though it is statistically a small problem — less than 10% in this study — and one confined almost entirely to power-boats, it is nevertheless a sobering reminder to all boaters. Don't mess with carbon monoxide. Make sure your bilge blowers work and your below-deck spaces are adequately vented. If you want a bit of extra security, install a CO detector. And if you or your passengers start to experience nausea, headaches, dizziness or loss of consciousness



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— cont'd

while you're motoring around showing them the wonders of the Bay, stop the engine and open the hatches. Then get back home and fix your exhaust leak.

On a related subject, we've heard over the years of people purposely opening up an exhaust leak below, sealing the boat up and running the engine for a few hours. It's said to be an excellent way to kill off any rodents and bugs that have found their way aboard. Mind you, we've never actually seen this done, and do not recommend that anyone try it without having a knowledgeable mechanic on hand.

fiasco — cont'd

definitely the boat to beat in our fleet.

We got our spinnaker down in the nick of time. While jib reaching to Yerba Buena the rain hit hard and a tremendous gust swept the whole area. Behind us, boats with spinnakers up were laid flat. For the next 10 or 15 minutes, it rained like hell, so thick at one point that we couldn't see land in any direction. We scrambled to get our best estimate of a compass course to Yerba Buena. All the while, plenty of wind was moving the boat really fast, and the tide was in our favor, too.

The rain finally stopped and we sped toward the island neck and neck with *Nobody's Girl*. As we approached Yerba Buena, we noted that because of the southerly, the normal lee'under the island was almost gone. There was good wind right to the shore. So we sailed close, passing several more competitors rounding the normal, wide way, then tacked for the finish line off the Golden

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fiasco — cont'd

Gate YC. We could see what we thought were some of the lead boats up the course. It looked as though there were just two other Moore 24s ahead of us.

The beat to the finish was the hardest leg. It got real windy and we were getting tired. We had gotten by Joel Verutti in *Mercedes* at the Bay Bridge, but it was a long way to the finish and Joel is a tenacious competitor. We knew if we did anything wrong, *Mercedes* would be by us like a lightning strike.

We maintained our lead over *Mercedes* to and through the finish line. But we were even more excited to see that *Fatuity* was not that far ahead of us. Anytime you can sail a long course within five minutes of Dave you have done really well.

But Dave didn't win. *Fatuity* was over early at the start, so this year we took home the pickle dish! Yes, I'll be proud of it for sure. And I'll dream of maybe someday being good enough to sail as fast as the top boats in our fleet with the consistency they do.

And as for John and my first race aboard *Sassy Mama* since the Double-handed Farallones, all I have to say is sometimes things go wrong, and sometimes they go right.

— john selbach

dark and stormy night at sail expo

It's 12 a.m. It's 15 degrees below zero. There's a blizzard going on outside and, for the foreseeable future, we have lost our way on this formidable February night.

No, we're not off Cape Horn, or smashing through the ice wastelands of the Southern Ocean, or charging for the South Pole by dogsled. It's much worse. We're in the Philadelphia Airport, and have just missed the last shuttle bus to Atlantic City. It's times like this that you start asking all the big questions, like, what the hell are we doing here?

Well, specifically, boats. We have been drawn out of the relative comfort of California into the American Siberia to attend SAIL EXPO, the only reason any sane person would ever want to go to Atlantic City.

Once inside the giant hall, once you glimpse more than a hundred sparkling new sailboats, another question comes to the forefront: Why don't they have a show like this on the West Coast?

Bull, Viper, Jet, Breeze, Quest, Escape — all new sport and sporty boats and we haven't heard of a single one of them. But there are a few familiar names and faces: The Capri 23.5 — Catalina's new carbon-fiber-everything sportboat, the Johnson 18, Hobie's new Magic 25. And orders were being taken, as they say. 'Adrenaline boats' seem to be all the rage these days. But then we wander over to the Ronstan booth and watch a video of the Aussie 18s skipping across the water with only a few inches of hull in the water. All of a sudden we start wondering where the medical tent is in case we need a few gulps of pure oxygen. On the way to search it out, we pass Hobie's new TriFoler, the giant praying mantis-like sailing machine that you have to sit in when you go 35 knots or else you'll go flying off when it turns. Hope that medical tent has a defibrillator, too.

That's how SAIL EXPO hits you. And that's why we keep going back year after year. It is an overwhelming experience, unlike any other boat West Coast boat show you have ever been to. And it's all sailboats.

Hull #1 of the new J/160 was there, accented by a long line of admirers, including, we were told, at least one buyer. That makes 5 or 6 of these 53-footers that have been sold. Striking new examples of the design and building talents of Hunter, Catalina and Beneteau were being shown off. Hull #1 of the new Valiant 39 was reportedly heading directly to San Francisco after the show. Hull #1 of the hot new IMX-38 from X-yachts was also destined for the West Coast after the show; it's going to its new owner in Seattle.

Perhaps the most satisfying connection to the West Coast, however, came when *Sailing World* magazine handed out its 'Boat of the Year' awards: four of the six boats chosen were west coasters, including the boat of the year, the Santa Cruz 52! The other California-rooted boats included the Corsair 24 (Performance Multihull), Alerion Express 20 (Daysailer — designed by Alameda's Carl Schumacher and built by TPI in Rhode Island), and B-32,

continued outside column of next sightings page

coast

We've got some catching up to do. Due to space constrictions, we were unable to run our monthly summaries of Coast Guard search and rescue activity in February. So you're getting a double dose this month. Not included in these summaries is evidence of the brutal weather that thrashed the coast in recent weeks. In the summaries the Coast Guard sends us, we made the following tally for only the 30-day period between mid-January and mid-February: one fishing boat sank, two ran aground, one caught on fire and five capsized. Fortunately, all crew survived. Unfortunately, three additional capsizings of small private motorboats resulted in the deaths of three people. It was a rough month out there.

December 18 — The crew of an oil platform reported what appeared to be a person in a lifejacket floating around about a mile from the platform — seven miles south of San Pedro. A Coast Guard helicopter found nothing. The platform guys launched their own boat and found the 'person in the lifejacket' turned out to be a large orange fender from a Norwegian freighter.

December 20 — District 11 headquarters in Long Beach got a report of a 35-ft schooner with three people aboard sinking off Redondo Pier. The reporting source was an ex-Coast Guard radioman who picked up the distress call on an amateur radio frequency — in Morse Code. A Coast Guard helicopter investigated but found nothing. The call sign of the distress caller was run through the FCC and the registered owner contacted. He stated he does not own a schooner or any other vessel and was nowhere near a radio at the time of the call. He also told the Coasties that he recently got a restraining order against another individual for harassment involving unauthorized use of his call sign. He believes the same individual made the 'schooner call' to get him in trouble by issuing a hoax call. A Coast Guard special agent will investigate the matter.

December 23 — When the owner of the 36-ft trimaran *Tengenenge* fouled a line in his propeller 25 miles southwest of Dana Point, he abandoned ship. Seems the radio didn't work so he couldn't call anyone, and the report didn't mention why he couldn't sail in. Anyway, he jumped into a dinghy he was towing and rode it to the beach where he called the Coast Guard by phone. He was taken to a hospital and treated for exposure. He intended to contact a commercial salvage company to retrieve his boat.

December 26 — The Coast Guard helped out the California Office of Emergency Services by flying four sorties in the wilds of Trinity County. The object of their search was a 38-year-old woman last seen driving a pickup truck down a logging road

watch

at noon on Christmas Day. Neither air nor ground searches yielded any sign of the missing woman or the truck. Two days later, she wandered into a store about 10 miles from where her pickup got stuck in the mud.

— A Cessna 152 was inbound to Long Beach when the pilot "smelled oil burning and lost power." He went into the water less than 2 miles to seaward of the *Queen Mary*. A rigid-hulled inflatable that was nearby sped to the scene to find the two fliers alive and treading water. The plane had sunk.

— Group Monterey was kept busy by their own little version of the Christmas grinch. On the evening of December 24, a 121.5 MHz EPIRB stared transmitting from somewhere in Monterey Harbor. Multiple sorties by small boats and a helicopter that night and the next day yielded nothing. The Civil Air Patrol ground party finally got a good fix on the signal, which seemed to be coming from a 60-ft sportfishing boat. But again, a search of the vessel yielded nothing. The next day, the signal seemed really strong two miles away, at the U.S. Army Presidio. A Coast Guard mobile unit finally found the EPIRB — sitting upright in a trash dumpster.

January 1 — Here's one guy who had an interesting New Year's Day. He took off for a sail, but ran aground in the mud near Redwood Shores when the tide went out. Instead of calling for help or waiting for the next high water, he decided to walk ashore. He subsequently got stuck in the mud. Luckily, someone ashore saw him flailing away and called the Coasties. The man was rescued by a Coast Guard helicopter. He was suffering from hypothermia and also appeared to be ill.

January 3 — Group LA/Long Beach was the search coordinator for two of four stowaways who jumped off the 583-ft *Lassia* about 12 miles off Port Hueneme. The Cypriot-flagged vessel had started its voyage in the Persian Gulf and had stopped in Japan. The two stowaways who jumped overboard were quickly recovered by the Coast Guard and handed over to the Border Patrol. The two other stowaways remained aboard until the ship docked in Los Angeles, whereupon they, too, were taken into custody. Three of the men were Iraqi, one was Iranian.

— Two apparently related EPIRB signals had the Coasties scrambling to investigate areas outside both Marina del Rey and Avalon harbors. No distress was found in either location. A Civil Air Patrol team traced the signals to the sailboat *Dolphin Spirit*, where the EPIRB was bleeping merrily away. The owner noted that the battery had expired, so he thought the EPIRB was no good.

January 13 — The 60-ft *Northwest Spirit* (ex-BOC racer *Duracell*) was dismasted

sail expo — cont'd

(PHRF Sportboat). The latter bested a particularly tough category that included the Melges 30, Mumm 30, Quest 30 and Cheetah 30. Rounding out the categories were the aforementioned IMX 38 (Offshore Racer) and Buzz two-person dinghy (Performance One Design).

Other familiar faces belonged to actual people. Dave Dellenbaugh, of 1992 America's Cup fame and 1995 America's Cup infamy, was there. West Marine CEO Randy Repass could be spotted off and on in their booth. Catalina president Frank Butler was around. Show-goers might also have run into North Sails President Tom Whidden, Gary Jobson, Peter Isler, all of this year's Collegiate All Americans and a slew of this year's Olympic hopefuls.

Done right, it's impossible to see the show in two days. But an even harsher reality greeted us as soon as we stepped back outside. Fortunately, heat and light is available late at night in Atlantic City — and we didn't lose that much at the gaming tables.

We're happy to announce that we did bring a bit of sunshine back from the hinterlands. Don't ask how it happened, but after putting a note in the suggestion box last year, we heard the official announcement that SAIL EXPO WEST will be held on San Francisco Bay sometime in 1997. It's a show to look forward to.

— john arndt

the most impractical sailboats ever built

A lot of people before, during and after the America's Cup pooh-pooh'ed IACC yachts as useless for anything but America's Cup racing. And as one Australia demonstrated, some of them aren't even good for that.

So what's new? Almost every boat built for the America's Cup in the last 30 years is worthless for just about any other purpose. But when we got to thinking about it, we realized there have been lots of boats built that — hard as it may be to believe — are even more impractical than IACCs. Here are a half dozen we can think of right off the top...

1. New Zealand — Built in 1987, the 'Big Boat', as it was called, challenged for the America's Cup in the biggest can-of-worms match in sailing history. Beaten by a catamaran less than half its 123-ft length, *New Zealand* never sailed again. Today it is on static display in New Zealand.

2. Reliance — As big as *New Zealand* was, she was not the largest yacht to race for the America's Cup. That title went to the 143-ft *Reliance*. Built for the 1903 Cup, *Reliance* was probably the most radical rule-beater ever built. Wildly overcanvassed (16,160 square feet of sail on a 'telescoping' 175-ft mast), the boat required more than 60 crew to sail, and was out of control in anything over about 12 knots of wind. Two months after she won the Cup, *Reliance*'s polished-bronze hull was cut up for scrap. Her legacy lives on in the lexicon, though. She was the first yacht ever to be called a 'racing machine'.

3. Club Mediteranee — Alain Colas built this monster 236-ft, four-masted schooner for the OSTAR race back in 1976, which was obviously before they imposed size limits. He somehow hoisted it singlehanded across the Atlantic to finish the race, but only took second. It subsequently underwent extensive surgery and emerged as a charter boat in the Caribbean.

4. Blue Arrow — This... thing... was built in Britain in 1987 when it seemed possible other challengers might be let into the Big Boat/catamaran America's Cup debacle. (They weren't.) It was 65 feet long, 80 feet wide, and looked like a cross between a trimaran without amas and a Mig 21. Forward, aft and at the ends of each of the 'wings', it sported foils. The idea was that it would rise up out of the water on them and skim past the competition at 40 or 50 knots. In the real world, it tried to capsize whenever it turned or stopped.

5. Wasa — This flagship of the Swedish fleet was launched in 1628. A triple gun-deck ship, she heeled over on her maiden voyage, water flooded through her bottom-deck gunports and down she went. She was raised in 1961 and is on display in a special climate-controlled museum in Stockholm.

6. .38 Special — Our photoboot. Oh, sorry, this entry was supposed to go under the "most expensive, labor-intensive and undependable boats ever built."

We invite readers to add to the list.

SIGHTINGS

short sightings

THE HIGH SEAS — 'Cruising' is booming these days, and we're not talking just people who sail over the horizon on their own boats. Cruise ships are proliferating like rabbits, and in true Darwinian fashion, each generation seems to be bigger, faster and more decadent than the last. In the next three years, 23 new ships will be launched, adding 40,000 berths to the 111,000 available in 1995. Some offer two-bedroom, two-bath 'suites' that are larger than some condos. Most ships have a couple of swimming pools these days, but a few also boast high-tech fitness centers, private verandas for first class passengers and glitzy Broadway-type shows on board. One has a 24-hour pizzeria, and another has a complete 18-hole miniautre golf course complete with trees, sand traps and water hazards (besides the one the ship's floating on). 'Themed' cruises are also big these days, with cruises specially aimed at singles, gays, country music lovers — even one for followers of the OJ trial!

And you think high-tech stocks are a volatile field right now? The Cruise ship industry makes horse racing look like a safe and secure endeavor. Three cruise ship lines ceased operation during the past year, and San Francisco-based Royal Cruise Lines was shut down by its parent company in January. Another San Francisco based line, Seabourn Cruise Lines, recently added to its base by acquiring Queen Odyssey.

CADIZ, PHILLIPINES — Another month, another ferry tragedy in the Phillipines. On February 19, waves "as big as a house" smashed into the overcrowded ferryboat *Gretchen-1* off the central Phillipines. The big seas literally ripped the boat apart, collapsing two decks, tearing the sides away and swamping it. Seventy people died in this one, half of them children. The bodies were cast ashore when the 75-ton ferry foundered just 500 yards from port. At least 141 people survived the incident.

Back in December, more than 140 died in a collision between a ferry and a container ship. A Phillipine ferry also holds the record for the world's worst peacetime sea disaster: In 1987, that ferry collided with a tanker, killing more than 3,000 passengers.

MILFORD HAVEN, WALES — On February 15, in heavy weather, the Liberian oil tanker *Sea Empress* went onto rocks off Milford Haven and started spewing North Sea crude. The good news — what little there was — was that North Sea crude is relatively light and is said to disperse more easily than other crudes. The bad news: 12 of the ship's 17 tanks ruptured; the 18 million gallons of oil lost is greater than that dumped by the *Exxon Valdez* grounding; and the spill occurred near one of Britain's leading havens for sea birds, seals, dolphins and porpoises. To add insult to injury, the spill comes just as more than 1,700 claims totalling about \$70 million have been finally settled from the grounding and resultant oil spill from the tanker *Braer* off the Cornish coast in 1993.

Stymied by continuing bad weather, salvage crews weren't able to dislodge the *Sea Empress* until nearly a week after the grounding. Once refloated, her remaining oil was pumped into another ship. Damage to the *Empress* was not deemed fatal, and the ship will be repaired. As expected, new hue and cry arose from Britains for double-hulled tankers. All new tankers built after 1993 are required by international law to have double hulls. The 147,000-ton *Sea Empress* was built in 1993.

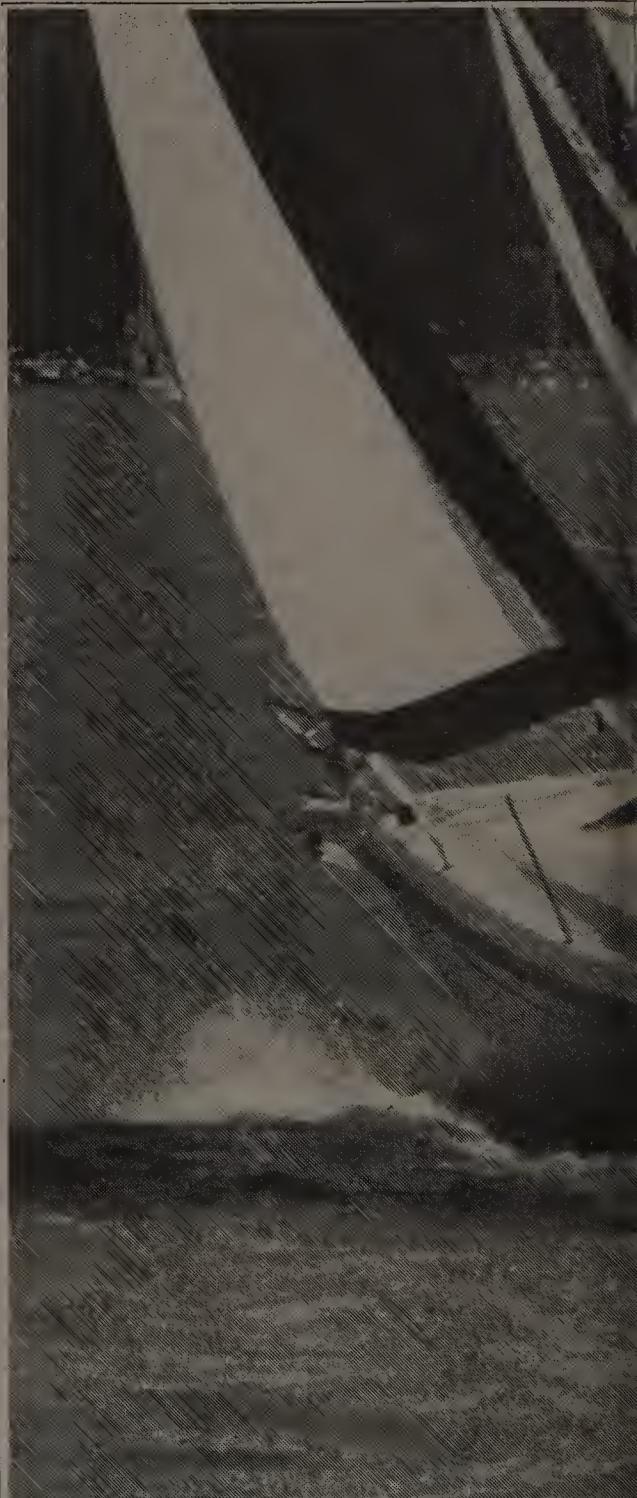
ANCHORAGE, ALASKA — Speaking of tanker disasters, a federal judge in Anchorage denied Exxon Corporation's claim that misconduct by the jury in one phase of the *Exxon Valdez* oil spill trial was grounds for a new trial. The move was not unexpected. Exxon was slapped with a \$5 billion punitive fine for that mishap — in addition to \$287 million in compensatory awards to fishermen and Alaska natives. Final judgment in the *Exxon Valdez* case has not yet been rendered. That will wait until after all remaining oil spill claims have been exhausted.

The *Exxon Valdez* hit a submerged rock in Alaska's Prince William Sound on March 24, 1989. The resultant 11-million-gallon spill fouled over 1,000 miles of coastline in the worst oil spill in U.S. history.

HAWAII — A currently under study by the Hawaii state legislature would, continued outside column of next sightings page

coast watch

after being struck by a freighter 800 miles southwest of Cabo San Lucas. Singlehander John Oman had departed Seattle two weeks before on a planned nonstop circumnavigation. The freighter then hit him, ironically named *Angelic Protector*, stopped to render assistance before continuing its voyage to China. Oman was able to motor *Northwest Spirit* safely into Turtle Bay, arriving there on the 20th. From there, he put together a jury rig and motorsailed to San Diego, berthing the boat at the former *America*³ syndicate docks. At last report, he was deciding whether to bring the boat north by ship or truck, or to have it rerigged in San Diego.



— cont'd

February 5 — From somewhere in the fog off Point Bonita, the sailing vessel *Dahmsa* called the Coast Guard to report a man overboard and that they were taking on water. The Coast Guard launched a helicopter, but could not locate the sailboat until someone on board fired a flare. The helo found and retrieved the person in the water. He was suffering from hypothermia and was flown to Peninsula hospital. By the time a Coast Guard boat got to *Dahmsa*, the water had been pumped out. Those aboard reported that the same wave that stove in some ports and partially filled the boat with water had also knocked their friend over the side.

shorts — cont'd

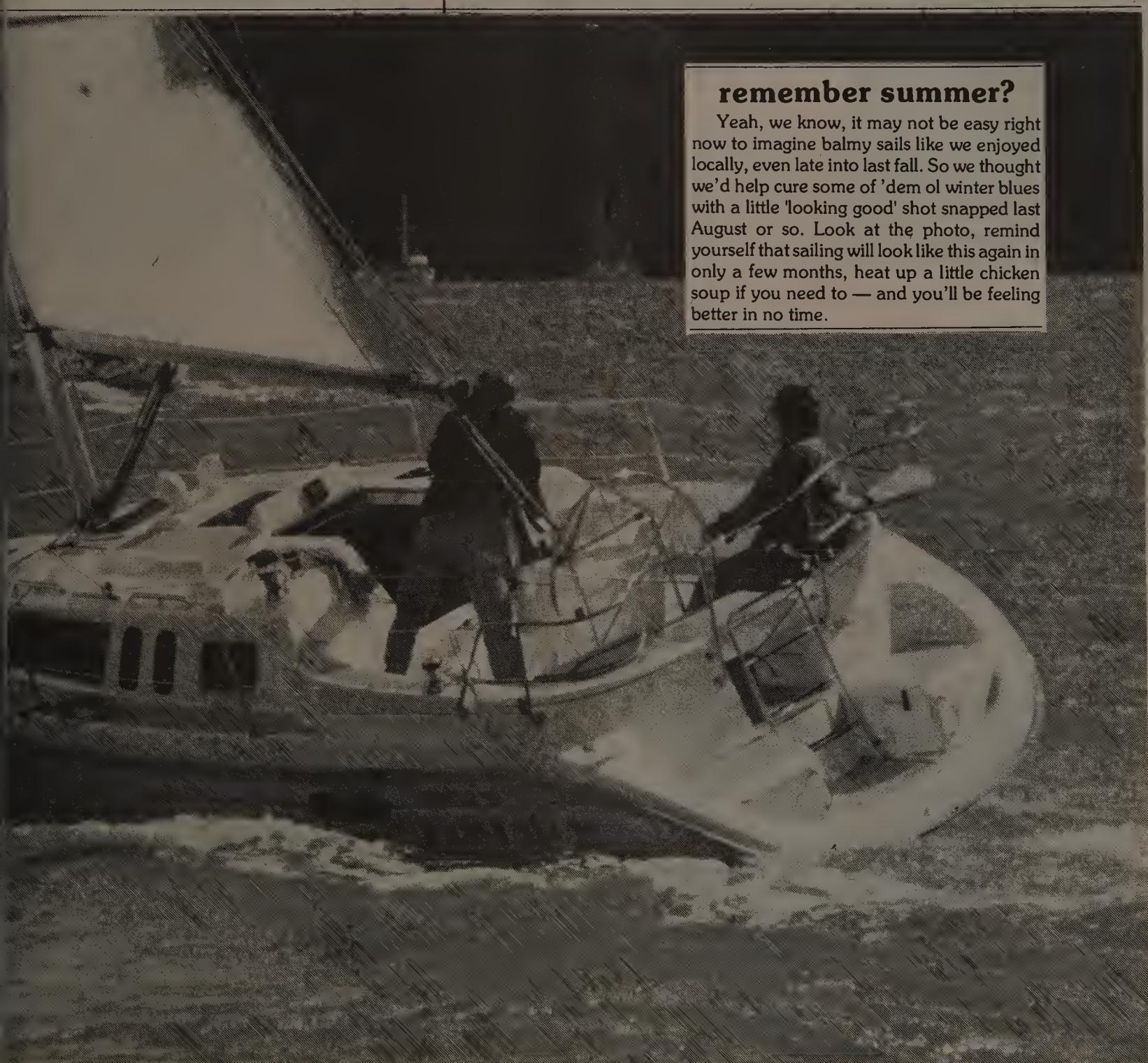
if passed, 'would create a three-year pilot program (to) convert one small boat harbor into an independent, privately managed marina.' What the legalese apparently means is that one state-owned marina (most likely Ala Wai) would be allowed to be self-managed for a test period.

"If the legislators need empirical evidence on if and how well a boat owner-run marina can operate on state property," writes Ray Pendleton, "they need look no further than the Hawaii or Waikiki yacht clubs. Both of these clubs have independently leased and maintained their boating facilities in Ala Wai Small Boat Harbor for over 50 years. And both are essentially operated under a 'community based management system' with no operational costs to the state."

"In addition, the clubs not only pay user fees to the state, but also contribute to the community by providing sailing, paddling, boating and water safety programs, and other uses of their facilities to the general public."

remember summer?

Yeah, we know, it may not be easy right now to imagine balmy sails like we enjoyed locally, even late into last fall. So we thought we'd help cure some of 'dem ol winter blues with a little 'looking good' shot snapped last August or so. Look at the photo, remind yourself that sailing will look like this again in only a few months, heat up a little chicken soup if you need to — and you'll be feeling better in no time.



LATITUDE/RICHARD

CRUISING TO VIETNAM —

When we — Lars Hassler and Johanna de Groot of Stockholm — arrived in Vietnam in September of '95, our Moorings 51 *Jennifer* was the first yacht to visit there since the war ended. We were welcomed like celebrities. We'd hardly moored



RANDY SHORT

Above; the Vietnamese are both ambitious and industrious. Below; Noel Gaidinat tries out a typical one-oar(!) circular(!) dinghy.

in the Saigon River when our sponsor, naval architect Do Thai Binh, met us with a barge and took us to one of the best restaurants in Ho Chi Minh City — now the official name for Saigon. There was a big banner that read, 'Welcome to Vietnam, Lars and Johanna'. Most of the city's journalists were there with roses and flashing cameras.

Binh's excitement and sincerity bubbled forth in handshakes and hugs. On the wall of the restaurant was a large copy of our round-the-world route and of *Jennifer*'s logo. After a press conference, there was a banquet in our honor. The next day the story was in most newspapers, which created great excitement. When we walked into shops, people knew us. After all, the Vietnamese people don't have many 'celebrities' — other than party officials.

In order for the television crew and press to see what a yacht looks like under sail, we took *Jennifer* out sailing a couple of days later with a pilot and the police onboard.



When we started tacking between the freighters in the river, the pilot politely asked us to strike the sails and fire up the motor. In any event, the 'show' was on television the next evening and was later featured in many newspapers and magazines.

During our stay in Vietnam, there was a Swedish film festival organized by the Swedish Institute and the Vietnam Department of Culture. The Swedish Consul introduced us to the audience and told us that *Jennifer* was the first boat to arrive in Saigon since the cessation of fighting. Brought up on stage, we received a standing ovation!

When we started our circumnavigation in 1992, Vietnam was not included in our itinerary, as we knew it would be impossible to get a cruising permit. But with the crumbling of Eastern Bloc communism and the proliferation of free market economies, attitudes in Vietnam changed. With the help of an American in Guam in March of '95, I was able to get in touch with Do Thai Binh in Saigon. In the course of a six-month correspondence, Binh applied for and received the necessary permits for our visit. One such 'permit' was the 'boat invitation letter'. At this point, none of us knew what we'd gotten ourselves into.

In September, everything seemed ready: the authorities had been informed and visas obtained, so we sailed for Vietnam from Singapore. In the process, we had to make a 600-mile crossing of the infamous South China Sea. We arrived in Vietnam at Vung Tau near the mouth of the Saigon River. Binh then had the colossal job of getting us cleared into the country, and then, hopefully, up the river to Saigon.

Binh had been so busy arranging media coverage and other publicity to promote yachting in Vietnam that his major concern was that we make it on time for the press conference. Our major concern, on the other hand, was just getting cleared into

CAUTION: This layout is a test!

the country. It was then that we realized we'd overlooked a significant fact: because Vietnam is still a communist state, the officials are suspicious and paranoid.

But after two days, we were permitted to continue on what would be a six-hour sojourn up the Saigon River. It was then that we first began to see and feel Vietnam. The Saigon River is the main thoroughfare up to Saigon, which is the hub of South Vietnam.

"Our boat turned out to be a problem; nobody knew what to do with her."

Boats of every description travel on the river: sampans paddled by men standing in the stern with long poles or sitting and peddling with their feet like on a bicycle, motorized wooden boats of various sizes, ocean freighters — and with our arrival, a modern sailing yacht.

To be received as a celebrity in Vietnam was one thing, but getting permission to cruise up the coast was something altogether different. The Vietnamese have no concept of yachting or cruising, and because of it



Rice-laden sampans crowd around big ships to load them with rice. Container shipping has yet to evolve in the Mekong Delta.



NOEL GAUDINAT

there were problems. When we arrived in Saigon, for example, a big tug came alongside to help us moor between two giant buoys — which themselves were between two huge freighters. Never mind that we'd sailed halfway around the world and had never needed any help mooring, we had to accept the 'assistance' of the tug. Our boat was so tiny by comparison that we only used up a portion of our allocated slot and were dwarfed by the ships.

On the banks of the river there was a bustling little village of small, unpainted, plank dwellings. The river was the source of livelihood for all the inhabitants of the village. For no sooner had we settled in when a woman came by with a small boat laden with everything from beer to vegetables. A floating store!

The big ships fore and aft of us were surrounded by a miniature floating village of small wooden boats — whose crews provided many services to the foreign ships. While moored in the Saigon River, our status was that of a cargo boat — and therefore a policeman had to be stationed aboard at all times. Private boats don't exist in Vietnam, so the officials were as confused as a baby in a topless bar.

After three days of meeting with various authorities and Binh, it finally became obvious that we would not be permitted to sail along the Vietnamese coast. We might have

pursued the matter more rigorously were it not for the fact that insurance was a factor. Getting worldwide cruising insurance is not easy, but to sail across the pirate-infested South China Sea and into a Communist country as well proved too much for the insurance market. As a result, most of our travels in Vietnam were overland.

Vietour, one of our sponsors, offered complimentary accommodations during our travels. But our boat turned out to be a problem; no one knew what to do with her. The police offered to watch her — for \$1,000 U.S. We politely refused. As the police would not take responsibility, and as we couldn't tie up anywhere but at the big buoys in the river, we were limited to day trips in the Saigon area.

But the day trips were all it took to notice the striking difference between the East and West, and between closed and open

The Nha Trang YC doesn't have much in boats, but it just sponsored the first ocean race from Hong Kong.

societies. In the closed society of the East, the operating principle is that everything is illegal except what's specifically permitted. In open societies of the West, everything is legal except what's specifically prohibited. As there were no laws regarding yachting, and as we were in a closed Eastern society, we couldn't just 'sail around'.

Similarly, it was also awkward to explain the 'purpose' of our visit. In the West, even bureaucrats such as customs officials understand the concept of sailing around the world. In Vietnam, where the people have spent the last century fighting against the French, Americans, Chinese, Japanese, and Cambodians, the idea of sailing around is frivolous beyond comprehension.

While in Indonesia, we'd had a rubber stamp with the boat's name made as a lark. The stamp turned out to be the most important item when dealing with the authorities. Our agent — you have to have one — was embarrassed to explain that nothing can be done officially without a stamp. If there's a choice between a rubber stamp and a personal signature, the officials prefer a stamp!

We were able to make a short excursion to the Mekong Delta aboard a small sampan. The Mekong River originates in Tibet, then flows through China, Burma, Laos, Cambodia and Vietnam, where it creates a fertile delta before ending up in the South China Sea. The river is surprisingly rich in fish, and we saw numerous Vietnamese swimming in the brown water with nets. Even when swimming they wear conical hats.

One of the most fascinating things in all of Vietnam are the Cu Chi tunnels northwest of Saigon. This is a 200-kilometer continuous network of tunnels. They are three levels deep and have separate quarters for



RANDY SHORT

CRUISING TO VIETNAM —

hospitals, weapon factories, kitchens and command centers. The tunnels themselves are just a little over one meter high and very narrow, so crawling around in the second level was very hot and tiring.

Once you've been in these tunnels, it's hard to comprehend that 16,000 Viet Cong soldiers lived in and made war against the French and Americans from inside. The American forces had great difficulty locating the tunnels, which had mines and much-feared booby traps of bamboo arrows hidden in the ground. When the U.S. started to use dogs to go into the tunnels, the Viet Cong dispensed pepper to distract them. Then after too many dogs had been killed or maimed by mines and bamboo spears, the dog handlers refused to send them down. So soldiers were sent down — usually with the same bloody results.

Ultimately, the U.S. carpet-bombed the area with B-52s and defoliants, making the province the most bombed, shelled, gassed, defoliated and generally devastated area in the history of warfare. The U.S. was already losing the war by that time, however, and

had started withdrawing troops.

We visited the former presidential palace in Saigon, which is now a museum. It's been left in the same condition as when the North Vietnamese army tanks crashed through the gates during the fall of Saigon in April of '75. When the first North Vietnamese officer stormed into the palace, he was met by the last South Vietnamese President, who reportedly explained he'd been waiting all day to transfer power. "That is out of the question," the officer shouted, "you cannot give up something you don't have."

We also saw the War Crimes Museum, which has horrible photos depicting the effects of the bombing and the American torture of prisoners suspected of being Viet Cong. It's not a balanced presentation, however, as there are no photos of Viet Cong atrocities against Americans. In any event, it was very sobering.

RACING TO VIETNAM

Indicative of the pace of how fast things are changing in Viet Nam, it was only September when Jennifer, the first yacht since the war, called on Viet Nam. It was just five

months later, in February, that Viet Nam's Nha-Trang Sailing Club played host to their first long distance ocean race, a 690-miler from Hong Kong. We've yet to receive the list of entries and winners.

There were no entries from the Nha-Trang Sailing Club itself, as the largest sailboat in that club is a beach catamaran. But what a destination, as the sandy beach is eight miles long, there is a density of two tourists per mile, it has a balmy micro climate, serious surf, and large beers served by Sum Kul Brondi*, shown wearing the Nha Trang Sailing Club T-shirt.

Navigation in the race was critical, as Nha Trang is just a few miles north of Cam Ranh Bay, which is as off-limits as it is beautiful. Although built by the U.S., is now harbors a 'secret' Russian naval base.

During my visit, I found everything to be unsophisticated and cheap. The people are very industrious, yet they always smile and genuinely welcome foreigners. Despite the many deaths during the years of war, there is no resentment of Americans or the French, both of whom tried to occupy the country. Much to the contrary, U.S. bank notes are used for currency and the Viet Names bake a decent baguette.

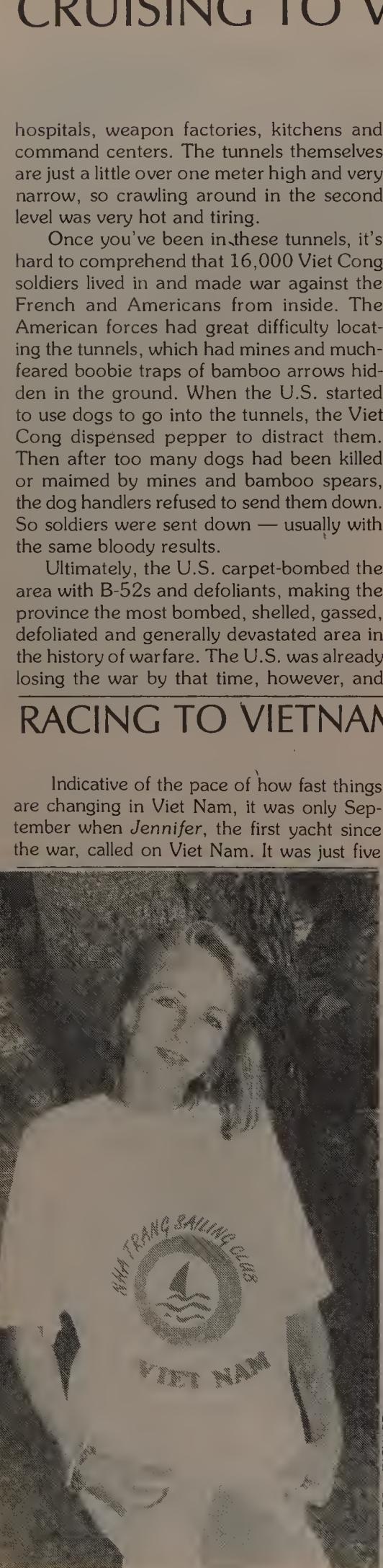
(*Just kidding, this is really Sylvia, Big O's new cook, who got pressed into a modeling assignment.)

noel gaudinat
laia, hc 36
formerly of sausalito



An American in Saigon. While 'Jennifer' was the first cruising boat to Vietnam in years, many Americans are visiting by land.

had been a soldier in the Viet Cong. She was and still is a journalist with many books to her credit. Her best known work is *Never Forget the Past*, and it includes a signed photo of Jane Fonda from her infamous visit to Hanoi in the '70s.



LATITUDE 38/RICHARD



RANDY SHORT

You can buy anything you need from the ubiquitous sampans. Many are powered by \$300 outboards from China.

What struck us the most while in Saigon was the intensive pulse and heavy traffic; everybody is working day and night, weekdays as well as weekends. I got up early one Sunday morning expecting a lull, but I observed the same incredible traffic with bicycles, scooters, and heavy Russian trucks rolling down the streets. Private automobiles are few and far between.

'Getting ahead' is what counts in Vietnam now, as the people want to make up for lost time and increase their standard of living. Even the Communists admit they've

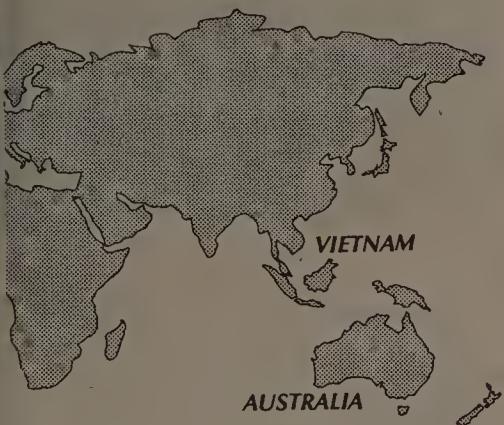
maintaining their political monopoly.

In Saigon we were able to see traces of both the past and the future. The past is represented by the many small businesses operating on the street level, while the families live behind or above the businesses. It's like medieval towns. As was the case in medieval towns, a person's working and social life in Vietnam has become one and the same.

The future of Vietnam is represented by the sorting, dismantling, and recycling of all kinds of products — even garbage — in order to reuse or recycle practically everything. Much to our surprise, we saw every kind of consumer good available for sale on the streets. Most of it was smuggled in. The market was full of food, fruit, vegetables and living animals — the latter because you don't find many freezers around. Vietnam is now one of the leading rice exporters, and we saw thousands of rice bags being loaded onboard the large cargo vessels near our boat.

With Vietnam's iron will to improve its status among the family of nations, and with its friendly population of 75 million low-paid but highly-motivated workers, we're confident it will become one of the new 'Asian tigers' of the next century. By then it might also be possible to sail around.

Some facts for those wanting to sail to Vietnam: You must have a 'boat invitation' from a 'sponsor' who will take responsibility for your visit. Once you have such a letter, you can apply for a visa. (Visas for land travel are no problem.) Whether insurance is mandatory or not is something we



made many poor strategic decisions and that Vietnam is now ready to catch up with the rest of Southeast Asia. The new policy is called 'Dio Mio' or restructuring. China — definitely not Russia — is the model. Basically this entails a relatively free market economy — but with the Communist Party

never became clear on.

Beware, however, as costs are high. It was \$200 U.S. for the pilot, \$100 for the tug, \$100 for port fees, \$100 for the agent, and \$200 for Binh's costs. A total of \$700. By the time we cleared out, everyone from the police, customs, immigrations and pilot, agent and Binh were in agreement that they had learned a lot about 'yachting'. The next boats scheduled to arrive — two French boats in Tahiti — will surely have less problems than we did.

Our agent was Mariserco, 21-23 Ho Tung Mau St., District 1, Ho Chi Minh City, Vietnam. PH: 84-82-10612. Fax: 84-



There aren't many private cars in Vietnam, but between the bikes, motorbikes, motorscooters and trucks, there's plenty of traffic.

8210627. Our sponsor was Do Thai Binh, Samaer, 37 Nguyen Tat Thank, District 4, Ho Chi Minh City, Vietnam. PH: 84-82-08073. Fax: 84-8225230.

— lars hassler & johanna de groot

THREE BRIDGE FIASCO —

In the Singlehanded Sailing Society's aptly-named Three Bridge Fiasco, more than any other race on the Bay, you "pays your money and you takes your chances."

Actually, choices would be a better word — lots and lots of them. First, "Should I enter singlehanded or doublehanded?" and then, "Spinnaker or non-spinnaker?" The next choice, given a weather forecast that called for the end of the world on Saturday, January 27, was, "Do I really need to do this to myself?" Seventy-five skippers out of the 221 entered elected to stay in bed — the wrong decision, as it turned out.

For the 146 intrepid starters (down from last year's record 250), the next choice was "Which way to go?" In the Fiasco, a zany 21-mile pursuit race that starts and ends at Golden Gate YC, you can sail around the three turning marks (Red Rock, Blackaller Buoy, Treasure Island) in any order or direction you like. You can start and finish in either direction, too! But with a blustery 15-25 knot southerly and a fading flood, the majority of the fleet — probably 80-90% — reached over to Blackaller first, then reached around Treasure Island to port, ran to Red Rock, and beat back to the Cityfront in the building ebb.

The overall winner, however, took the 'wrong' course: the Antrim 30+ trimaran *Erin*, sailed by designer Jim Antrim and crew George Kiskaddon (owner Dan Buhler had to work) bucked the trend. The duo went to T.I. first, then Red Rock, through Raccoon Strait to Blackaller, and to the finish. "It made sense current-wise, given that we started so much later than everyone else," explained Jim. "And what a great ride — conditions were perfect for multihulls!"

Erin's elapsed time — 2 hours, 17 minutes — broke the course record of 2 hours, 36 minutes, set by the now-legendary *Aotea* in 1992. In fact, three other 'funny boats' from down the Peninsula — *Rocket 88*, *Beowulf V* and *Three Sigma* — also broke the old record. *Rocket*, in fact, completely obliterated the old benchmark.

Sailing the 'majority route', *Rocket 88* ripped across the finish in a teeth-rattling time of just 1 hour, 51 minutes and 32 seconds — knocking an improbable 44 minutes off *Aotea*'s milestone! "It was a wet and wild ride. The reach from T.I. to Red Rock was borderline scary!" said owner Serge Pond, "We don't have a speedo, but we had to be hitting the mid-20s a bunch of times. We came reasonably close to pitch-poling once, which was actually a good wake-up call!"

Crew Jay Crum added, "At one point, Serge went to the low side to retrieve a spinnaker sheet we were trailing. I swear I couldn't tell if he was still on the boat or not. There was so much water coming over the



There was so much water coming over the boat, it was a total whiteout!

This is the fourth elapsed time record for *Rocket 88*, a 1987 Howard Spruit-designed 34-foot D-Class catamaran. They also own the Ditch Run, Jazz Cup and Silver Eagle course records. "We actually started this race a bit late, and then lost some time in a hole behind T.I.," confessed Crum, adding with a smile, "Next time, we'll try to do better!" Neither Jay nor Serge were sure what record they would attack next, but the Ensenada Race — even if only as an unofficial entry — is a distinct possibility.

Not everyone had quite as much fun as the multihulls in the Fiasco. Fourteen boats dropped out, either because of hitting their personal limits or equipment failure. Lots of sails were blown to smithereens, especially during a 30+ knot line squall that rolled through as the fleet neared Red Rock. Some truly spectacular knockdowns were reported, including a double-whammy by the Olson 30 *White Knuckles*. "The kite wrapped around the headfoil, and the boat was pinned down and wouldn't come up," reports

DECISIONS, DECISIONS



singlehander Dan Benjamin. "I winched the main down, and it still just lay on its side! Eventually I kind of crawled out on the headstay and managed to pull the kite down low enough to get the boat upright again!"

The first monohull home was the Moore 24 *Fatuity*, sailed hard by owner Dave Hodges and Ian Klitza. They beat their next sistership, John Selbach's *Sassy Mamá* (see *Sightings*), by eight minutes — but didn't get the gun. Instead they were awarded a 20-minute penalty for being over early . . . by two seconds! "It's hard to figure out where you are in the starting sequence, and we just

Spread: 'Erin' sprints across the finish line to win overall. Inset: Skipper Jim Antrim (left) and crew George Kiskaddon. All photos 'Latitude'/rob.

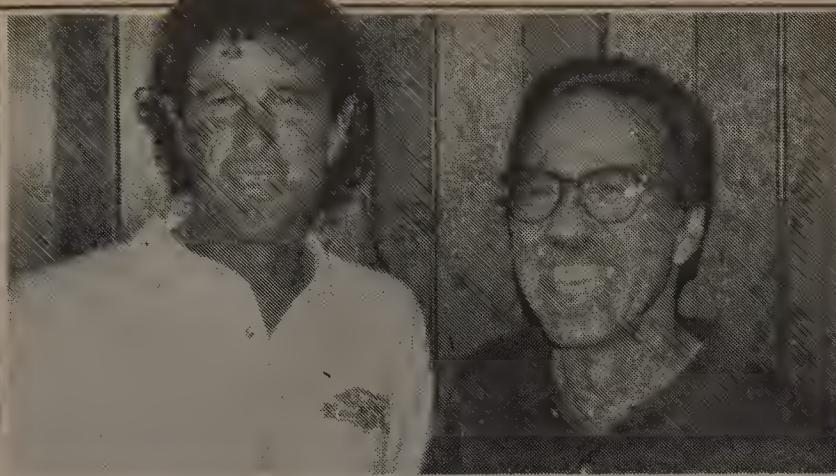
blew it," shrugged Dave. "Hey, it's a Fiasco, right?" With the starting and finishing sequences videotaped, it would have been hard to argue with the race committee, anyway.

Topping the 20-boat singlehanded fleet overall — by 11 minutes, no less — was John Slivka's ubiquitous Coronado 27 *Dulcinea*. "During that squall, I had my boat going the fastest it's ever been!" claimed John.

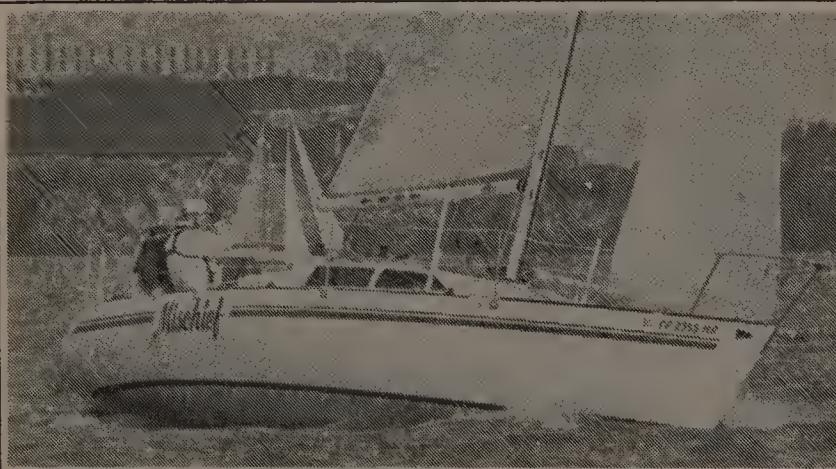
Another notable finish was posted by Dennis Bassano's ageless Moore 24 prototype *Summertime*, which did a 10-minute horizon job on its large peer group. Jack Gill's Newport 30 Mk. II *Yachyd Da*, which we're told isn't a typo (it's some kind of Swedish greeting), likewise stomped on the next class down.

We'll let the following pictures and results tell the rest of the story. Altogether, this was a great year for the Fiasco — which, for once, failed to live up to its name!

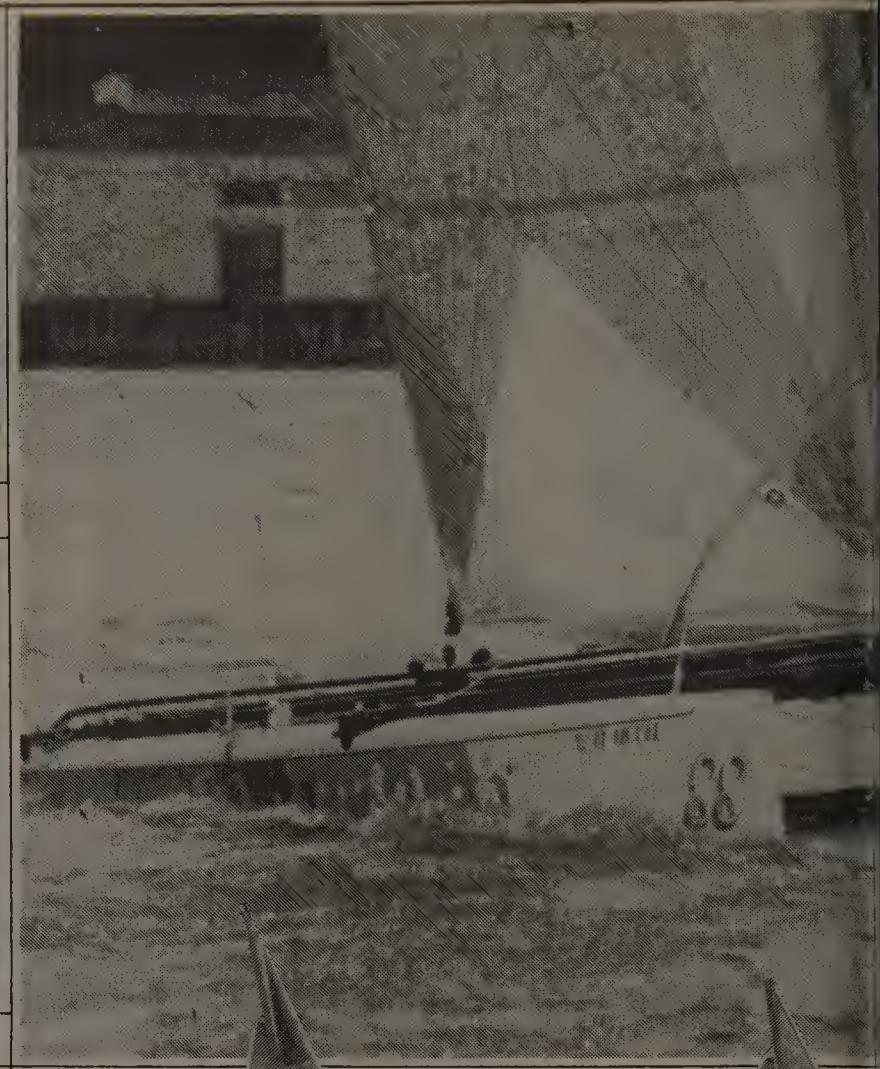
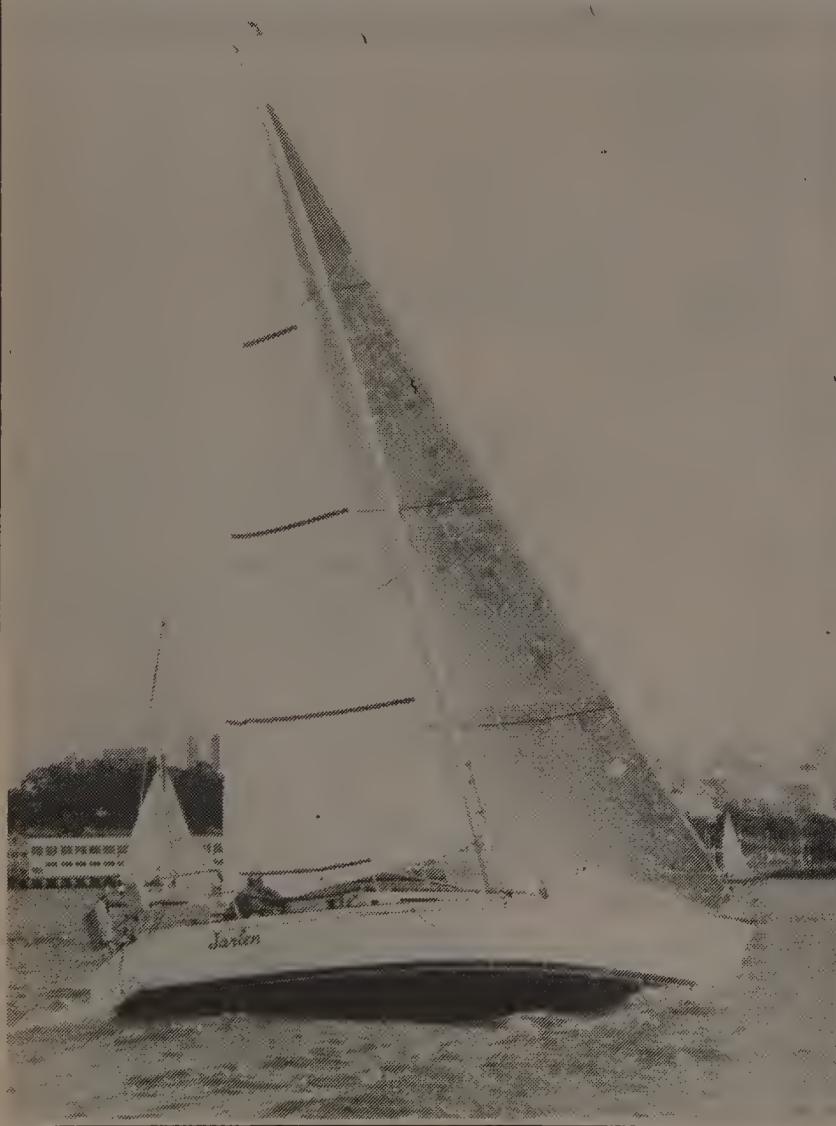
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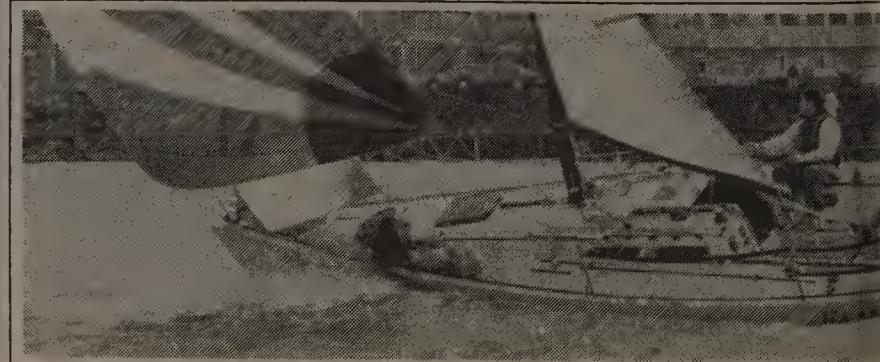
Rocketmen Jay Crum (left) and Serge Pond; below, the Soverel 33 'Mischief.'



Nice seamanship! 'Jarlen' finished with a #4 jib in place of their blown main.



Above, 'High Strung' and 'Sundowner'. Below, the Olson 30 'Family Hour' finishing



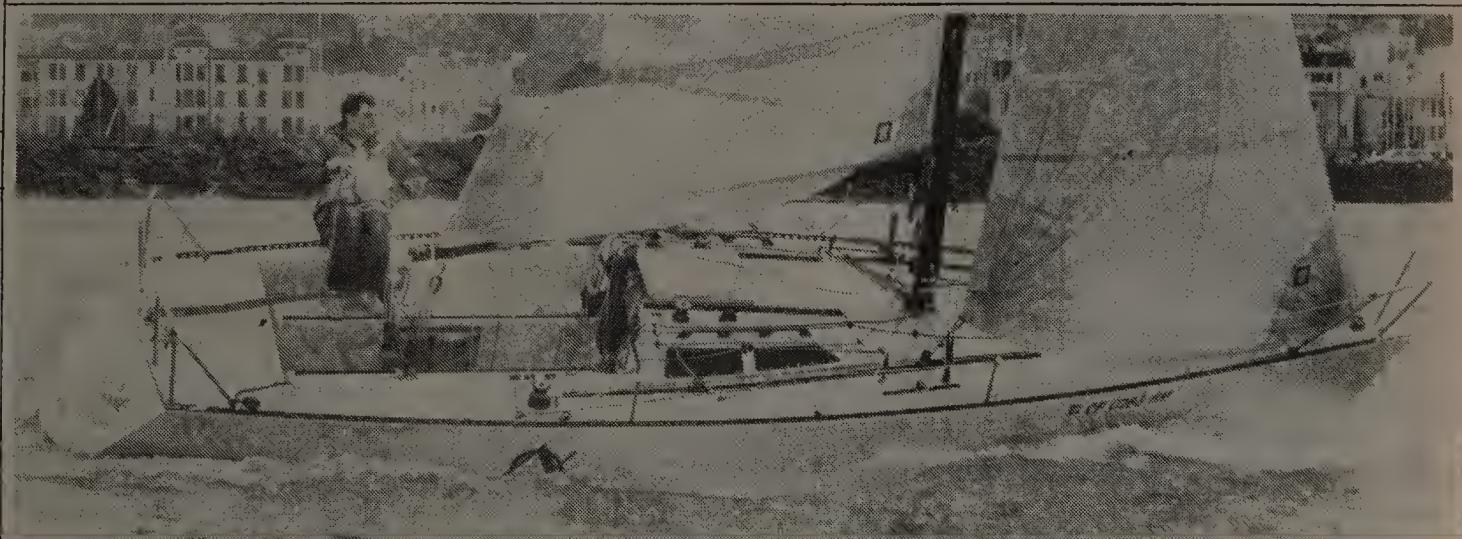


Above, 'Rocket 88' is running out of records to smash! Above right, Klitz and Hodges kicked butt — but were denied the monohull victory.



Men with mustaches and sunglasses. Class winners: the Newport 30 Mk. II 'Yachyd Da' (above) and the Express 27 'New Wave' (below).

the 'wrong way.'



THREE BRIDGE FIASCO

SINGLEHANDED:

MULTIHULL — 1) Sundowner, Buccaneer 33, Joe Theriault. (3 boats)

DIV. II (0-126) — 1) White Knuckles, Olson 30, Dan Benjamin; 2) Cheyenne, Wylie 34, James Fryer. (4 boats)

DIV. III (127-168) — 1) Stormrider, Aphrodite 101, Don McCrea; 2) Chief, SC 27, Dwight Odom; 3) Mai De Mar, Moore 24, Dave Hardy. (8 boats)

DIV. IV (169-up) — 1) Dulcinea, Coronado 27, John Slivka; 2) Chelonla, Yankee 30, Ed Ruszel. (4 boats)

DIV. V (non-spinnaker) — 1) Regardless, Tartan 41, Herman Trutner. (1 boat)

DOUBLEHANDED:

MULTIHULLS — 1) Erlin, Antrim 30+, Jim Antrim; 2) Three Sigma, F-27, Mark Hersch; 3) Rocket 88, Sprout 34, Serge Pond. (6 boats)

OLSON 30 — 1) Run Wild, Al Holt; 2) Family Hour, Jim Bilafer; 3) Lurker, Paul Martson. (8 boats)

EXPRESS 27 — 1) New Wave, Bill Keller; 2) Frog In French, Kame Richards; 3) Motorcycle Irene, Will Paxton. (7 boats)

MOORE 24 — 1) Sassy Mama, John Selbach; 2) Mercedes, Joel Verutti; 3) Nobody's Girl, Sydnie Moore; 4) Umpqua, Jim Plumley; 5) Rapid Transit,



ALL PHOTOS LATITUDE/ROB

Family affair: 'El Gavilan's Nick (driving) and Chris Nash. In our day, it was the fathers who looked like Marine recruits!

Shana Rosenthal; 6) Typhoon, Daniel Nutt. (17 boats)

DIV. II (0-126) — 1) Defiance, SC 40, Steve Pringle; 2) Kwazy, Wabbit, Colin Moore; 3) Scorpio, Wylie 42, Scott Sellers; 4) Mischief, Soverel 33, Bill

Moore; 5) Rumbleseat, 30-Square Meter, Bruce Schwab; 6) Yucca, 8-Meter, Hank Easom; 7) Lime-light, J/105, Harry Blake; 8) Blitzkrleg, 11:Metre, Dennis Rowedder; 9) Harp, Catalina 38, Mike Manix; 10) My Rubber Ducky, Hobie 33, Lee Garami. (32 boats)

DIV. III (127-168) — 1) Summertime, Moore 24 prototype, Dennis Bassano; 2) Chesapeake, Merit 25, Jim Fair; 3) Twilight Zone, Merit 25, Paul Kamen; 4) Uno, WylieCat 30, Steve Wonner; 5) Tamarlin, Sabre 30-III, Richard Burton; 6) Barking Dog, Olson 25, Jeffrey Kroeber; 7) Fast Lucy, Nonsuch 36, Mal Jendresen; 8) El Gavilan, Hawkfarm, Nick Nash. (24 boats)

DIV. IV (169-up) — 1) Yachdy Da, Newport 30 Mk. II, Jack Gill; 2) Freyja, Catalina 27, Larry Nelson; 3) Paradox, Cal T/4, Val Clayton; 4) Noble Prize, Newport 30 Mk. II, Noble Griswold; 5) Tchoupitoulas, Santana 22, Stephen Buckingham; 6) Smoony, Windward 33, Dale Williams; 7) Lelo Too, Tartan 30, Emile Carles; 8) Hawk, Alberg 30, Steve Collins. (21 boats)

DIV. V (non-spinnaker) — 1) Booglwaukee, Columbia 36, John Felch; 2) Moonshadow, Deerfoot 2-62, George Backus; 3) Bacarat, Peterson 34, Dave Reed/Sumi Verbeck; 4) Blue Streak, Ericson 32, Brian Lewis. (11 boats)

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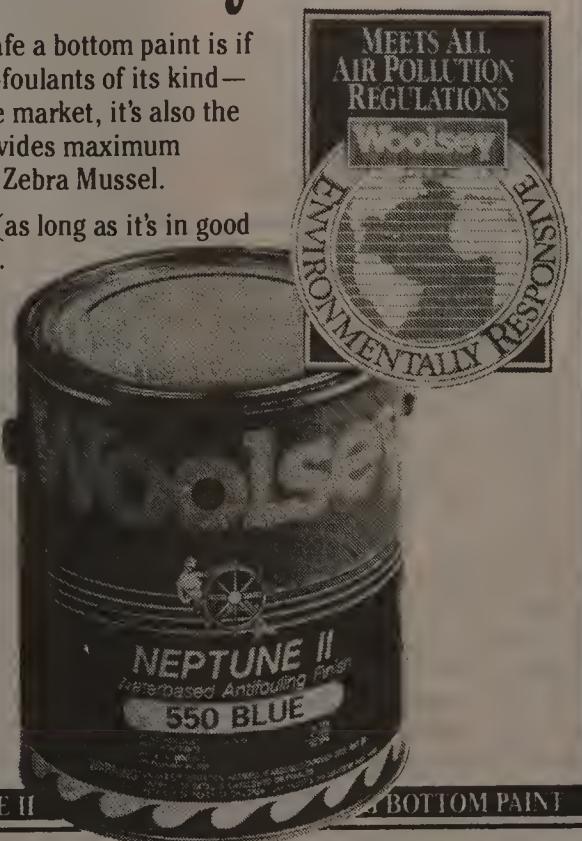
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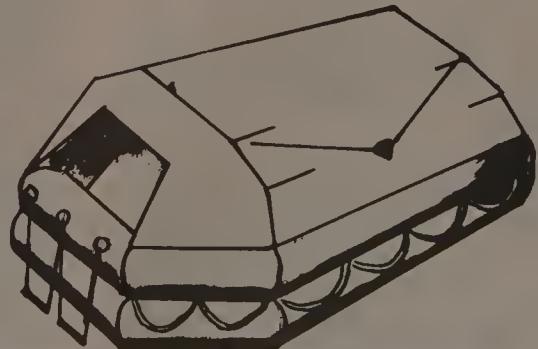
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'IGBASO' REDUX — IDIOT'S GUIDE TO

We used to run the following *Cliff Notes* to the Bay Area sailing scene every spring, basically as a 'public service announcement' to help readers unravel the mysterious acronyms that we shamelessly bandy about each month in the magazine. But we must have gotten distracted, because it's been over four years now since we last dusted off 'IGBASO'. Time flies when you're having fun, right?

Anyway, without further ado, we offer this updated glossary of 'alphabet soup' for anyone courageous enough to wade through it. Typical of all *Latitude* research projects, accuracy and completeness were attempted — but certainly not guaranteed!

BAMA — Bay Area Multihull Association. Sponsors Doublehanded Farallones (4/20) and holds occasional cruises and dinners. The approximately 90 members of BAMA race mainly in HDA-F and various 'funny boat'-friendly specialty races, using their own PHRF rating system. "Multihulling is growing steadily on the Bay," says Don Sandstrom. "We're slowly being accepted into the yachting mainstream, which ironically undermines the niche role that BAMA used to play." Dues are \$20. Gary Helms, (510) 865-2511.

BCDC — Bay Conservation and Development Commission. An example of government out of control, they declared boats "Bay fill" in order to gain authority over their use. Under attack from all sides, BCDC has been keeping a low profile lately. 557-3686.

CRO — Certified Race Officer. A 13-year-old program dedicated to training Bay Area race committees. To date, 115 people have earned 'diplomas', of which about 20 have gone on to become USSA judges. Lynette Harter, (408) 437-1142.

DFL — 'Dead F**king Last'. One of many fun acronyms that sailors quickly learn. Others include FUBAR, SNAFU, SOB and FUJIMO.

ESPN — Entertainment Sports Network, the cable TV channel. Occasionally they slip up and show sailboat racing, particularly during the America's Cup and Whitbread Race. Silver-tongued statesman Gary Johnson, the 'Walter Cronkite of Sailing', is the host, more often than not. Watch the *Calendar* for notices of upcoming shows.

GPS — Global Positioning System, developed by the U.S. military with your tax dollars. Replaced SatNav (Satellite Navigation), which replaced LORAN (Long Range Navigation), which replaced RDF

(Radio Direction Finder) — all in our brief lifetime! Cheap and reliable, the GPS 'revolution' (along with watermakers, telecommunication tools, and other advancements) has opened up cruising to the masses.

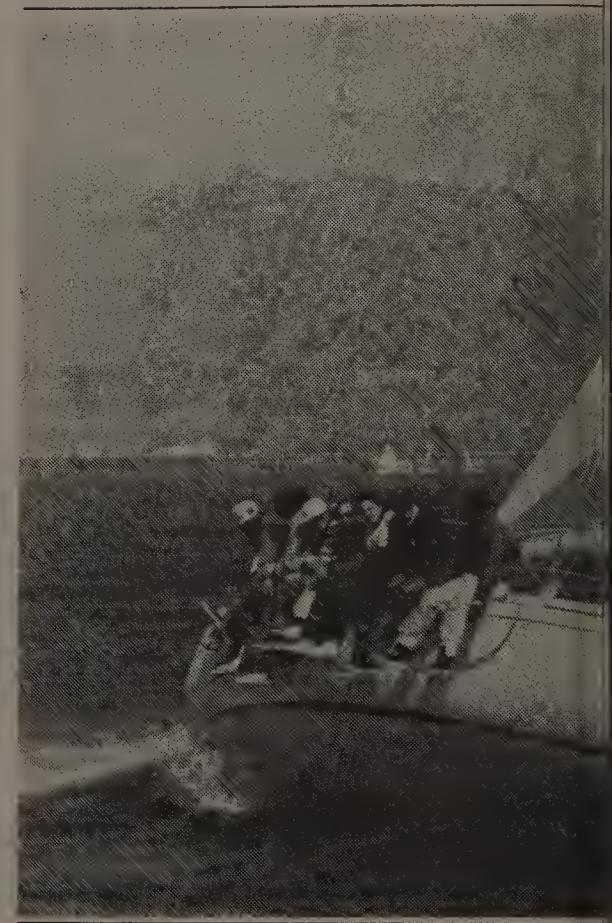
HDA — Handicap Divisions Association. Twelve Bay races sailed under the PHRF handicapping system. Last year, 106 boats competed in six divisions. Highlights of the upcoming season include the Vallejo Race (4/27-28) and EYC's Second Season Opener (8/3-4). As usual, HDA is offering a non-spinnaker class if enough boats sign up — but if history repeats itself, it won't happen. \$125 entry fee, payable by April 5. Joseph Melino, (408) 268-0833.

IMS — International Measurement System, a handicap rule that measures theoretical boat speed in a range of wind conditions. The rule produces sweet-sailing boats and is great in theory — but it's a nightmare in practice. After a year hiatus, the local IMS group, currently about 20 boats strong, is planning a comeback this summer. The eagerly-awaited simplified IMS ratings and rules will be used (if USSA gets them out in mid-March as promised), which should help both the racers and the race committees better understand what's going on. Ratings may be obtained by calling Dick Horn at (510) 284-2480 or Myron Spaulding at 332-3721. Details about the season (regattas schedule, entry fees, etc.) will be finalized early next month. Jon Carter, (408) 354-6023.

IOR — International Offshore Rule, or, in later years, 'Invest Or Retire'. Born 1971, died circa 1990. Gone but not forgotten, this much-maligned rule suddenly doesn't look so bad in retrospect.

MORA — Midget Ocean Racing Association, an 8-race PHRF series for light and heavy boats under 31 feet. It's golden years were the late '70s and early '80s — these days, MORA is frankly a shadow of its former self. Not to be confused with MORC, a measurement rule for 'midgets' still in use back East and on the Great Lakes. Mike Warren, 461-1246.

MMBA — Master Mariners Benevolent Association, an organization of traditional sailing vessels built of a design and/or material in common usage prior to WW-II.



Approximately 225-boat membership; dues are \$35 a year. Events include the Potluck Dinner (3/9), the Master Mariners Regatta (5/25), the Classic Wooden Boat Show (6/22-23 at Corinthian YC), the Chickenship Regatta (8/31-9/2), and the Drake's Bay Cruise and Oyster BBQ (10/5-6). Craig Swayne, 285-1500.

NCMA — Northern California Marine Association, a coalition of NorCal marine businesses which helps promote and protect the marine industry. Among other things, NCMA produces the excellent Spring and Fall In-the-Water Boat Shows at Jack London Square (4/20-28 and 9/6-15). Info, (510) 834-1000.

NCLC — Northern California Lake Circuit. Okay, this circuit still doesn't exist — and probably never will. If it did, it would include, but not be limited to, the following fresh water fun: Konocti Cup (4/26-27), Camellia Cup (5/4-5), Go For the Gold (6/8-9), Tahoe Sail Week and the TransTahoe Race (first week of July), and the High Sierra Regatta (the last three weekends in July). Check the *Calendar* for details as these regattas draw nearer.

NCYSA — Northern California Youth Sailing Association, for sailors 19 and under. NCYSA coordinates yacht club junior programs, runs regional USSA youth champion-

BAY AREA SAILING ORGANIZATIONS



The summer sailing season cranks up again next month — plan on being part of it!

ships eliminations, and more. This year, NCYSA is holding only two weekend symposium/regattas: Sequoia YC (8/24-25) and the West Marine Fun Regatta (tentatively 9/7-8). Patrick Andreasen, 563-6363.

NOOD — National Offshore One Design, a two-day Cityfront regatta put on by *Sailing World* on Labor Day Weekend (8/31-9/1). Excellent one design racing and parties for a dozen classes, previously bankrolled by IBM. The new sponsor is rumored to be a Detroit manufacturing company which specializes in 4-wheel drive vehicles. *Sailing World*, (401) 847-1588.

ODCA — One Design Class Association. Bay racing for 25 different one design classes, ranging in size from Express 37s to Santana 22s, all of whom have to conform to specific class rules. Each class creates their own 'menu' of races by choosing from among over 20 days of racing between April and September. \$115 by April 5. Jack Easterday, (510) 523-3581.

OYRA — Ocean Yacht Racing Association. The umbrella group for MORA, PHRO, SHS (shorthanded) and CRUZ (motor allowance). Last year, 80 boats entered the 8-race, 2-throatout season — though 69

signed up for individual races. The Hard Day's Night, a new overnight race, was apparently quite a hit. This year, the season starts again with the Lightship Race (4/13). \$140 entry fee due by March 22. Betty Lessley, 892-6534.

PHRF — Performance Handicap Racing Formula, a 'quick and dirty' handicap system based on observation, intuition, and, on occasion, a ouija board. The board is made up of Jim Antrim, Norman Davant, Dave Few (chairman), Stan Honey, Dick Horn, Rob Moore, Kame Richards, Carl Schumacher and Steve Toschi. This sagacious group convenes the third Thursday of every month. Ratings are cheap at \$25, renewals are \$15, and appeals are only \$5. Around 850 boats currently have paid-up certificates. Lynn Malloy, 771-9500.

PHRO — Performance Handicap Racing Ocean. Two divisions of PHRF ocean racing (light and heavy) for boats over 31 feet. This is the biggest and most competitive group currently racing in the ocean. Dennis Robbins, 332-9393.

PICYA — Pacific Interclub Yacht Association. Organized exactly 100 years ago, the 92 member clubs and/or associations (consisting of about 15,000 sailors) in PICYA are celebrating their centennial this year. Active in legislative matters pertaining to recreational boating, interfaces with the Coast Guard, publishes the *Yachting Yearbook*

(due out shortly), sponsors Opening Day (5/5), and hosts the Interclub Championships (7/13-14). George Neill, (916) 722-8592.

PCYA — Pacific Coast Yachting Association, an umbrella group of about a dozen West Coast yachting associations, including three from the Bay Area — PICYA, YRA and PLRA (Predicted Log Racing Association). Craig Brown, 332-3890.

RBOC — Recreational Boaters of California, a lobbyist group created by PICYA and SCYA (the SoCal counterpart) to champion boating causes with the bureaucrats in Sacramento. Monitors over 100 bills each year that effect boaters on the state level. Not to be confused with two national groups that police the politicians in Washington, DC — the for-profit BOAT US, and the all-volunteer NBF (National Boating Federation). RBOC's paid guns in Sacramento are Jerry Desmond, Sr. and Jr., (916) 441-4166.

SBRA — Small Boat Racing Association. Dinghy racing for 19 types of dinghies plus an 'open' division scored under the Portsmouth Rule. About 300 sailors from 35 different yacht clubs competed last year. The two biggest regattas on the SBRA circuit are the Richmond Opener (4/13-14) and the Clear Lake Regatta (6/15-16). Season entry fee is a bargain at \$15 for juniors and \$35 for adults; sign up before April 1. Gail Yando, (510) 234-SAIL.

SBYRA — South Bay Yacht Racing Association. A loose organization of seven South Bay yacht clubs that hosts a low-key 7-race summer series and a just-ending 5-race midwinter series. The summer season, which usually attracts about 35 boats, kicks off at Coyote Point YC on April 20. The entry fee is a ridiculously low \$20 for the whole series. Mike Dixon, (510) 635-5878.

SFSF — San Francisco Sailing Foundation, an IRS-approved non-profit corporation which converts charitable contributions (e.g., boats and money) into grants for local sailors. Funded over two dozen different campaigns last year. Founded in 1955, SFSF used to be the only game in town. Lately, however, the Foundation's clout has been somewhat eroded by the advent of charitable foundations at four of the major clubs. SFSF also used to benefit from the Memorial Day Regatta, but that weekend venue was just relinquished to the Leukemia Cup. "We're looking into other fundraising alternatives," said SFSF President Dave Santori. Burnett Tregoning, 388-8327.

'IGBASO' REDUX

SSS — Singlehanded Sailing Society. Holds six shorthanded (i.e., singlehanded or doublehanded) races a year: last month's Fiasco, Singlehanded Farallones (3/30), Corinthian Race (6/15), Singlehanded TransPac (6/29), Oakland Estuary Race (6/15) and Vallejo 1-2 (10/19-20). Approximately 130 members; \$100 for the series (except TransPac), or \$35 a race. "Fewer sandwiches, fewer phone calls, more fun!" is their current motto. Shama Kota, 332-5073, or Ed Ruszel, (707) 745-6979.

StFYC — Saint Francis Yacht Club. The Snow White of Bay Area yacht clubs — the others are dwarfs in comparison. Part country club and part hardcore racing center, 'The Saint' is as diverse as its 2,500 members. Annually puts on about 40 regattas, including the prestigious Brut Cup (5/28-6/2), the International Masters Regatta (9/6-8), the Big Boat Series (9/18-22) and many more. Also hosts numerous big-time windsurfing events. Race Office, (415) 563-6363.

USCG — United States Coast Guard. Stars of the new hit TV show *Coast Guard, The Series* — which isn't exactly threatening *Bay Watch* or *Melrose Place* in the ratings yet. The Coasties don't make the rules, they

just enforce them. They're your friends — unless, of course, you're smuggling drugs or illegal immigrants. Public Affairs, (510) 437-3318.

USSA — United States Sailing Association, formerly USYRU. Located in Portsmouth, RI, this is the national governing body of the sport. Everyone who sails should join — heck, even *Latitude* finally paid up last year as a corporate sponsor! Approximately 30,000 adult members nationwide, divided into ten geographic regions (we're Area G, aka the 'G Spot'). On April Fool's Day, dues are going up to \$40 for individuals or \$60 for families. Some groups (e.g., WBRA, Richmond YC and the racing contingent at StFYC) are 'Golden Anchor' participants, earning a minor discount for 100% participation. USSA members are also entitled to lower entry fees for the YRA season (e.g. \$115 instead of \$125) and at other stand-alone regattas. The Area G Director is Bill Keith, (510) 254-0881.

WBRA — Wooden Boat Racing Association, aka 'woodies'. Puts on a 20-24 race schedule for Bears, Birds, Folkboats, IODs

and Knarrs. Consistently fields 65-70 boats a year; racing in the Knarr fleet is particularly competitive. \$125 before March 22. Tom Allen, 381-1128, or Scott Cauchois, (510) 547-4357.

WWW — World Wide Web, a great place to surf for sailing info. See page 39 of the 1996 YRA Master Schedule for a list of some Bay Area sailing-related web sites. Everybody's getting 'wired' — someday we'll get around to it, too!

YRA — Yacht Racing Association. YRA has coordinated and administered yacht racing on the Bay since 1935. Duties include organizing the master sailing schedule, maintaining buoys, putting on trophy presentations, answering millions of questions every day, and who knows what else. Their mailing address is YRA, Fort Mason Center, SF, CA 94123; e-mail address is YRA@DNAI.com; and fax is (415) 771-0144 (faxed race entries, which are discouraged, cost \$20 more). Not to be left behind, YRA even has its own home page now (<http://www.winterlan.net/vmi/yra>). It's pretty slick — check it out! For the human touch, call Glenda or Lynn at (415) 771-9500.

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SOUTH SEAS PRIMER

It's hard to imagine anyone could get tired of swimming in crystal clear water, taking long walks on deserted beaches, and sipping ginnintonix watching the sun go down. But don't worry, you won't. But there will come a time when the lure of the big city

little tricky, as you want good light for navigating within the lagoon as you depart, favorable current in the pass, and plenty of

Sailing into Bora Bora is like sailing into a Monet painting.

will drag you out of the Tuamotus and toward the bright lights of Papeete. It typically happens about a week after you've finished off the last of anything that remotely resembles fresh food.

The passage from the Tuamotus to Papeete has the potential to be one of the most delightful sails in the known universe. From Rangiroa, it's 200 miles with 15-knot trades right on the beam. That's the good news. It also has the potential to be a lot less glamorous if a nasty southerly front rolls through.

But it's a short sail, relatively speaking, and with any sort of decent weather advice you ought to have a good trip. The thing is, the Tuamotus are a bit of a 'black hole' for weather information. The NWS charts from Hawaii generally don't show the convergence and frontal lines — which are the only thing you really care about — and the only local weather is a few cryptic bulletins on the SSB in French. Arnold's Weather Net (ZK1DB) at 0400Z on 14318 is probably your best source, but keep trying for the fax charts out of New Zealand, too. You will likely be too far east to receive them, but most of the adverse weather comes from the

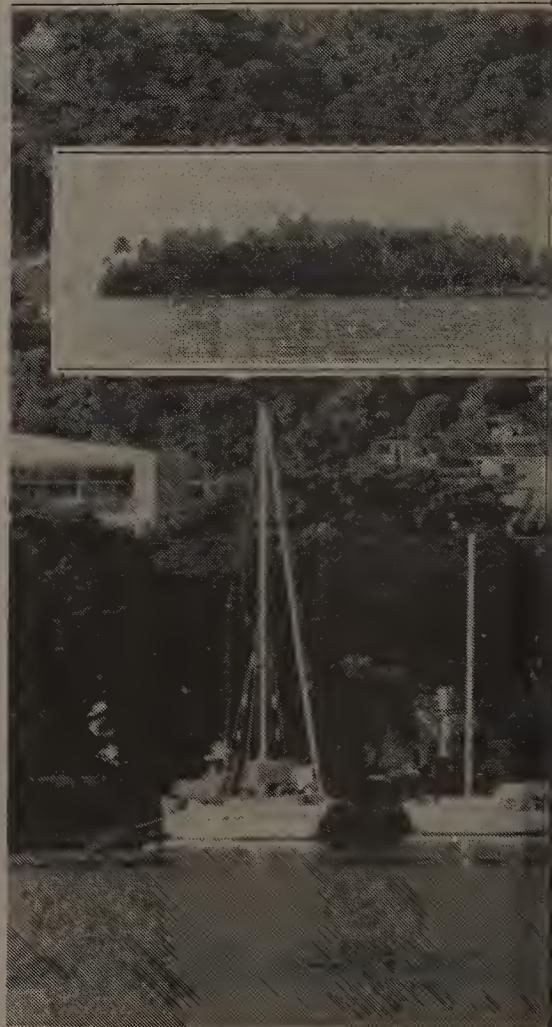
daylight left when you get to Papeete. Two out of three is good enough, and entering Papeete at night is not a big deal, as long as you have the detailed chart and keep your eyes open. Drop a hook off the low-rent district and wait for daylight to moor properly.

Papeete

Don't bother trying to picture what Papeete will be like; the place defies the imagination. The harbor itself is a large commercial port and well marked. Yachts are not allowed to anchor (unless they arrive at night), but are expected to tie to the famous quay. Most of the prime real estate is taken by permanent residents, a motley collection of French cruising boats the likes of which you will never see anywhere else.

Most cruisers wind up in the 'low-rent district' off the beach, at times moored two rows deep. There are only two problems with this. The first is that it is a shallow beach and two very long stern lines will be required.

From any angle, it's not hard to see why many cruisers consider Bora Bora the crown jewel of all the South Sea islands.



The choicest spots, in our opinion, are those between the quay proper and the beach, off the little park with a statue of Charles de Gaulle. It's a bit farther from traffic, doesn't have the worries of the beach, and you can sip your ginnintonix looking at the backside of a great statesman. Whatever spot you find, the first 'rule' in Papeete is to get the boat properly parked.

Priority two is to check in with customs, immigration and the port captain, all located together a short walk from the quay. Anything you have been able to put off will have to be dealt with here, like visa stamps, posting your bond, and so on. Don't forget to keep trying whatever fractured French you've learned during this process. If the French officials know you are trying, they usually take pity on you and help out with a bit of English.

A word on bonds: Every year there is a lot of discussion on how to beat the bond requirement. While some schemes work for some people some of the time, nothing works every time except putting up the money. (As mentioned last month, the bond is the equivalent of the airfare to the nearest airport in your home country.) If you had no choice but to post in the Marquesas, your funds were probably converted to francs and there will be an exchange-rate risk when you get it back before leaving French Polynesia. But if the gendarmes gave you a break then

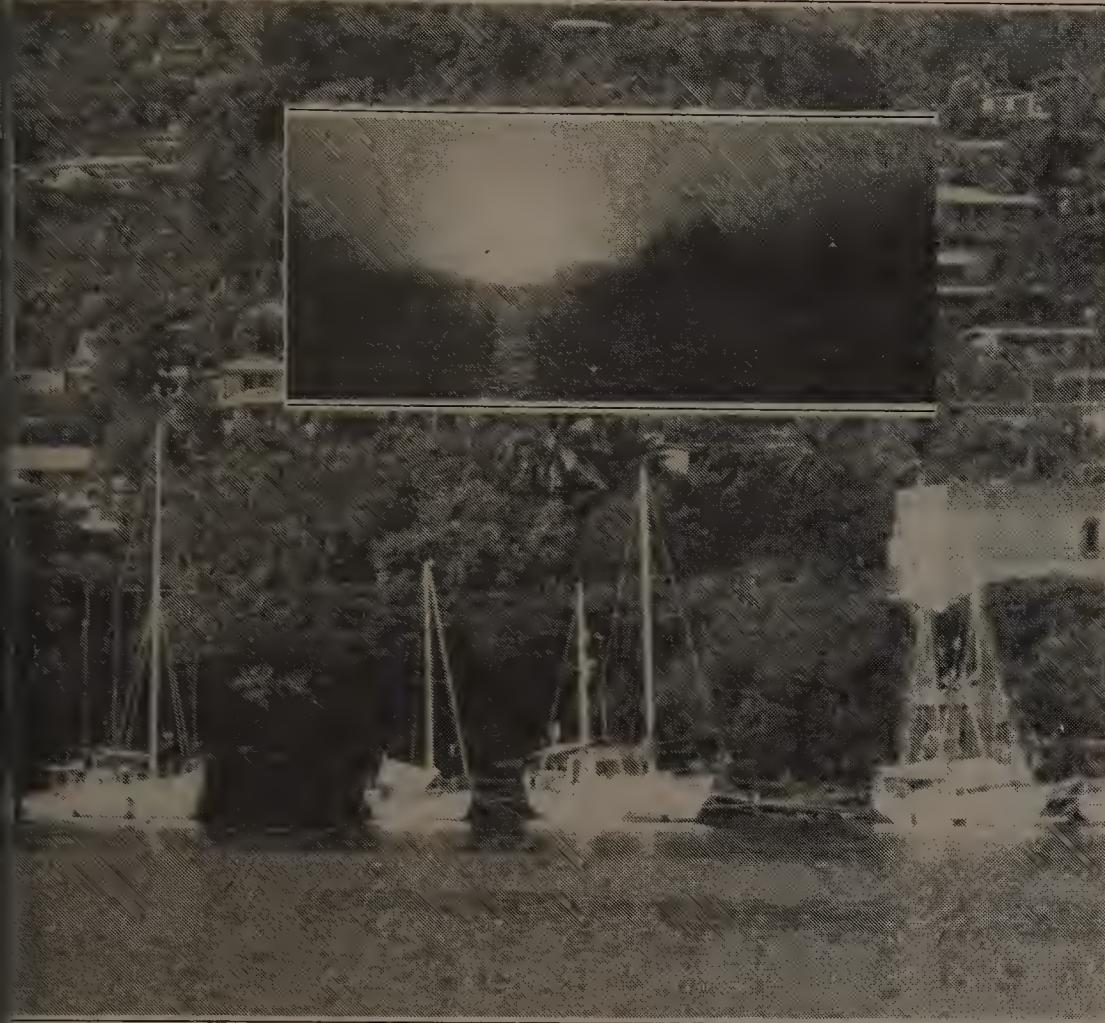
west, so the Kiwi charts serve as an excellent, early warning system. Try 2345Z for the South Pacific forecast on 13550.5 or 16340.1kHz (1.7 lower if you use a computer fax with your SSB).

Timing for a passage to Papeete is also a



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Timing for a passage to Papeete is also a



LATITUDE/RICHARD

Spread, tied stern-to near the quay, Papeete. Insets, French Polynesia is beautiful in any light.

you have the option of posting in any bank in Papeete and there are lots of them. Some will even allow you to put your bond on a credit card.

The amount varies, depending on where you're from, the bank, the time of day and a few other factors, but figure around \$800 if you are a U.S. citizen. And don't hesitate to point out that Hawaii is part of the States.

The City Life

You can get whatever you need in Papeete. But you probably won't like the prices, so try not to need too much.

the right and walk from there. It's an interesting part of town.

There are also more than a few fancy shops for clothing and jewelry, with designs straight from Paris. If you were lucky enough to have bought a black pearl in the Tuamotus, ask about having it mounted while you are in Papeete. The jewelers there do some beautiful work and the prices are reasonable — for the settings, not for the pearls. Mundane things: propane is at the Gaz Company across the bridge, and despite what you may have read, U.S. bottles are absolutely no problem. Diesel is at the small fuel dock next to the ferries, but wait until you are ready to depart Papeete and ask about getting it duty-free.

*We asked one islander
where he lived and he told us, "Number Six!"*

There are several excellent marine stores, and the best selection of Wichard shackles and fittings you will find anywhere if you are into small, polished, expensive things. Marine Coral, probably the best of the chandleries, is located in the industrial section (Fare Ute) in the east part of the harbor. You can take the dink under the bridge and tie it up at the small marina on

There are also tons of great restaurants, almost none of which you will be able to afford... except maybe the little Italian place on one of the back streets. (Forgive us if some of these references sound vague, but many businesses will likely change hands by the time you get there. We encourage you to explore a bit.) Also, Le Trucks are not to be missed for an inexpensive cook's night out,

and the public market is great.

One last piece of business before leaving Papeete: Unless you are on a schedule, you will need to apply for a visa extension to allow you to stay in French Polynesia more than three months. It is unlikely that you will actually receive this document before you are ready to move on, but that doesn't matter. The important thing is to have applied for the extension before departing Papeete and have a stamped copy of the application to show the gendarmes down the road.

The Leeward Islands

Some folks spend a month or more sailing around the island of Tahiti. But most depart after a week or two and head to Maeva Beach or across the channel to hang out for a while in Cook's Bay in Moorea. Circumnavigating Moorea by scooter is one of the world's great adventures, and don't miss happy hour at the Bali Hai Club, a popular yachtie hangout. Just be sure to plan the latter for sometime after the scooter ride.

'Beware of the Maraamus' in Moorea means watch out for the same damned southerly gale with a different name. The wind comes down the valley behind Cook's Bay and really howls. Fortunately, the soft mud bottom offers good holding for most anchors, but stow the Bruce and use something else.

The real gems in the Societies are the leeward islands: Huahine, Raiatea/Taha'a, and of course Bora Bora. Depending on the weather, there are some delightful anchor-



You can get anything you want at Alice's Restaurant — and Papeete's public market.

ages around the islands. Marcia Davock's *Cruising Guide to Tahiti and the Society Islands* is indispensable here. While it's

SOUTH SEAS PRIMER

getting a bit dated with respect to facilities, it really does a good job describing the islands. If you're looking for dinner out, ask around for small resorts that are open to yachties for dinner. Most are happy to accommodate and serve wonderful meals. A few are even

nating in the main event on July 14 — Bastille Day. If you want to catch the French Military Parade, then Papeete is the place to



affordable.

The lagoon around Raiatea and Tahaa also offers some of the finest sailing in the world. Unless you have been declared clinically dead, getting out for a simple afternoon sail there will rank among the highlights of your life. The charts are good and most of the dangers are well marked, so sailing within the lagoons can be done with a lot more confidence than in the lagoons in the Tuamotus, for example. On a nice day with 15 knots of wind and flat, turquoise water, it'll be hard to imagine ever getting into foulies again.

In terms of towns and markets, Uturoa at the north end of Raiatea is about it. There is also a gendarmerie there, so don't forget the check-in-and-out ritual, old hat by now. There is a small marina next to town, but a better bet might be The Moorings marina around the corner to the west. You can catch a ride into town from there.

Raiatea is also the home of Raiatea Carenage, a well-respected boatyard just south of the Moorings harbor on the northwest side of the island. Equipped with the only travelift in these parts and most of the usual facilities, this would be a good choice — make that pretty much the only choice — to do any necessary repairs or haul out for the season.

That latter option is not as crazy as it sounds, especially if your notion is to go slow and take time off to return Stateside in the off-season. Once you depart French Polynesia on the fast track to New Zealand, it's very tough to get back, and few cruisers do. So breaking the trip at Raiatea is not the world's craziest idea. (The other opportunity to dry-store the boat in the islands is at Neisau Marina in Lautoka, Fiji).

But something more immediate to think about is where, if anywhere, you want to be for the Fete celebrations in mid-July. Dancing and canoe competitions go on everywhere over a two-week period culmi-

Great burgers are just one of the appeals of the 'yacht club' at Bora Bora.

be. If Tahitian dancing is more your thing, try Bora Bora, where the next-biggest celebrations take place.

Bora Bora

Sailing into Bora Bora is like sailing into a Monet painting. It's a magical place, and the classic green mountain sprouting from

the blue lagoon is one of the most gorgeous sights anywhere.

But as pretty as it is, many folks wind up wishing that they had spent more time in Huahine, Raiatea and Tahaa instead, because the hordes of tourists and dearth of good anchorages in Bora Bora can try one's patience.

The choice spot is a mooring in front of the 'yacht club', a small resort that served great burgers when we were there. There was no charge for the mooring (apparently local law prohibits it), just a request to patronize the club. This is a nice local custom, and most cruisers are happy to comply.

The next-best option — and the favorite for those without fast dinks — is to drop the hook closer to town. It's not the best anchorage in the world, but is plenty adequate and a lot closer to the action. And during Fete, there's plenty of action. Everyone goes on holiday and the island turns into a week-long carnival.

Among other activities, there are bike or

Spoiled forever, Sue Corenman hopes never to don foulies again.



scooter rentals and some great hikes on the island. If the weather is reasonable, get out to the outer lagoon or on the outer reef for snorkeling or diving if conditions permit.

On the Road Again

The party is over, the season is slipping by, and it's time to move on again. The next major destination in the South Seas itinerary is the Vava'u group in Tonga, 1,300 miles away. You have the choice of two routes to get there. The 'low road' goes west and south to Rarotonga, then Niue, then to Vava'u, while the 'high road' takes a northern route to Suvarov, Pago Pago, perhaps Niuatoputapu and then Vava'u.

It's a tough choice, because both Rarotonga and Suvarov — both part of the Cook Island chain — are real gems. Rarotonga is a vibrant island full of friendly people, inexpensive eats and a unique culture; Suvarov is a beautiful, isolated atoll with a bit of history.

But first we've got to make it out of French Polynesia. Collecting your bond and checking out from Bora Bora is relatively painless, but you want to watch the weather



JIM CORENMAN

HEART OF GOLD SOUTH SEAS RATINGS

	Societies	Cook Islands	Tonga
<i>Friendly Natives</i>	♥♥♥	♥♥♥♥♥	♥♥♥
<i>Scenery</i>	♥♥♥♥♥	♥♥♥♥	♥♥♥♥♥
<i>Hiking</i>	♥♥♥	♥♥♥♥♥	♥
<i>Snorkeling/Diving</i>	♥♥♥♥	♥♥	♥♥♥♥
<i>Crafts</i>	\$\$	♥♥♥♥♥	♥♥♥♥
<i>Beaches</i>	♥♥♥	♥♥	♥♥♥♥
<i>Daysailing</i>	♥♥♥♥♥	♥	♥♥♥♥
<i>Anchorages</i>	♥♥♥	♥	♥♥♥♥
<i>Provisioning</i>	\$\$\$	♥♥♥♥	♥
<i>Diesel</i>	♥♥♥♥	♥♥	♥♥♥
<i>Propane</i>	♥♥♥♥	♥♥♥♥	♥♥♥
<i>Officials</i>	♥♥♥	♥♥♥♥	♥♥♥

carefully before setting off. This piece of ocean is a favorite haunt of the South Pacific Convergence Zone, and running into an active convergence can really spoil a trip. There are two possible stops at Bora Bora's 'back door': Maupiti Island and Mopelia Atoll. Maupiti is a small island, not often visited, and just a daysail from Bora Bora. Mopelia is a sparsely-populated atoll and an easy overnight sail. The pass is about as narrow as they come, but actually only half as bad as it looks. In settled conditions you can spot a few bits of a famous World War I-vintage German gunboat wrecked right outside. Not many cruisers stop at Mopelia and we were enthusiastically greeted — any excuse for a party.

The Low Road

If you take the southern route, it is about 550 miles to Rarotonga, and with any luck at all, the weather will be merely entertaining. Rarotonga is a delight, with lovely, friendly people, but the harbor at Avatiu is less delightful. Truthfully, it is only half as bad as most of the stories, but you don't want to be there if the weather gets nasty from the north. Fortunately, northerns are rare and Arnold's Weather Net will give you plenty of warning if one starts to approach.

Provisioning is good, with abundant and inexpensive fruits and vegetables — a bag of

If things are dry enough, don't miss the cross-island hike, and the road around the island is perfect for rented bikes or scooters.

And if there are any coin collectors in the family, Cook Island coins are quite special, as is their \$3 bill. The Cook Island dollar is tied to New Zealand, and New Zealand currency is generally used, but the Cooks have their own coins and notes (although the latter are due to be discontinued). There are also some very nice and unique carvings in Rarotonga, but the real *craft de resistance* is the delicately woven hats.

Timing a visit for early August is also a lot of fun, as that's when the week-long Constitution Day celebrations take place, with islanders gathering from all the outer islands for dancing, eating and partying. We had planned to stay only a few days, but the customs officer said we wouldn't leave until the party was over, and he was right! Even more than in the Societies, the Cook Islanders really enjoy their dancing.

The island of Aitutaki is an overnight sail due north of Raro, and a delightful place to visit, but anchoring can be a problem. Boats with a draft much over 5½ feet can't get into the lagoon and will have to anchor outside in the lee of the reef. It is quite rolly in anything but the most settled weather, and most cruisers don't feel comfortable leaving the boat unattended in those situations.

*You can get whatever you need in Papeete.
But try not to need too much.*

oranges goes for almost-Mexico prices! — and the first supplies of the eminently drinkable Aussie wine. Propane is also readily available, but diesel will have to be schlepped (or a tanker hired).

On to Niue

From Raro, it is another 600 miles to Niue, a delightful stop if the weather is cooperative. A stop at Beveridge Reef is also

SOUTH SEAS PRIMER — PART II

possible on the way. The pass is on the west side and not difficult in good conditions. The anchorage is good, and riding out moder-



LATITUDE/RICHARD

ately gnarly weather is not a problem. It's not particularly comfortable, though, as part of the swell makes it over the reef.

There is no real harbor at Niue, just a shallow bight on the west side with a notoriously foul bottom — deep and full of coral, with large crevasses that the anchor can drop into. The good news is that three mooring buoys were installed in '94, and if they are still in place, then things will be quite a bit easier.

From all accounts, a visit to Niue is definitely worth a hassle or two, but conditions were impossible when we stopped by. Like us, you need to be prepared to sail on if things don't look right. The northern route from Niue is a (relatively) short hop to Vava'u.

The High Road

Suvarov (sometimes called Suwarro) is a Cook Islands National Park, and technically boats are allowed to stay only three days without first clearing in at Rarotonga, 500 miles to the south.

The good news is that application of the three-day rule is at the discretion of the caretaker, and past caretakers have been pretty easygoing about extending visits to a week or two. The bad news is that the caretaker changes each year, and we have no idea whether visits of more than three days will be permitted in the future. But even a few days would be a delightful stop.

Pago Pago in American Samoa is the logical next stop on the northern route, but

'Le Truck' roving snack wagons (also known as roach coaches) offer an inexpensive and surprisingly good alternative to restaurants.

we are hard-pressed to think of a reason to stop there. Cheap peanut butter is one, but we don't like peanut butter.

Western Samoa is just down the road, and a much nicer place to visit if your travels take you that direction. Apia is the only port of entry, but permission can be obtained to stop in other bays after checking out from Apia.

From Samoa it can be a very tough 300 miles south to Vava'u if there is much south in the breeze. The worst would be right after a frontal line comes through, with strong south-southeasterlies. In that case, wait a few days for an easterly shift. If it shifts northeast and gets lighter enroute, set the kite and get going, as there is a southerly change coming.

Vava'u, Tonga

The Vava'u group of Tonga is one of the true gems in the South Pacific, a sort of 'pocket paradise'. For many cruisers, it's love at first sight and they spend months there. There is no argument that Vava'u is one of the prettiest island groups, and the waters between the islands offer some of the finest sailing we have found anywhere.

Neiafu is the only serious town in Vava'u. The bay is a great natural harbor, but anchoring is difficult due to the depths and a mixed rubble/hardpan bottom. You can often rent a mooring for day use from The

Moorings base, and Coleman's Boatyard (next to The Moorings) has buoys for rent.

Coleman's usually has diesel available. Propane and modest provisions are usually available in town. There are a lot of 'usually's' in Vava'u because that's how the place is. Everything comes from Nuku'alofa by ferry and sometimes island time gets in the way of commerce.

One nice thing about Vava'u is that it is small enough to easily sail across in an afternoon, and there are dozens of anchorages, so there's no reason to hang out somewhere you don't like.

You will find rubble or hardpan bottoms in a number of the anchorages, not just Neiafu. So you can dig out that Bruce anchor you stowed away earlier; it'll come in handy here. Be sure to set carefully and check the anchor regularly.

The only real guide to Vava'u is put out by The Moorings. It is dated in spots (the celebrated Coral Garden snorkeling area was destroyed by a cyclone a decade ago, for example) and refers to all of the anchorages by number. We felt this was pretty tacky until we asked one islander where he lived and he told us, "Number Six!" Then we were sure it was tacky.

There are some good snorkeling spots in Vava'u. The west side of Ava is our favorite spot. If you want to try the scuba thing, there's no better place to learn. Dolphin Pacific runs first-rate dive trips and classes from the Tongan Beach Resort. Other things to do in Tonga include collecting baskets, probably the finest in the Pacific, and partaking in the ubiquitous Tongan feast.

But one of the nicest qualities of Vava'u, its small size, is also one of its drawbacks. After a few weeks, we ran out of things to do (and room for all the baskets). It was time to think about wandering onward.

Heading south to the Ha'apai group is one good option, especially if your eventual destination is New Zealand. The Ha'apais are mostly reefs and a few small islands, and offer some of the beauty and isolation of the Tuamotus. It is important to keep a close eye on the weather, however, as there are few well-protected anchorages.

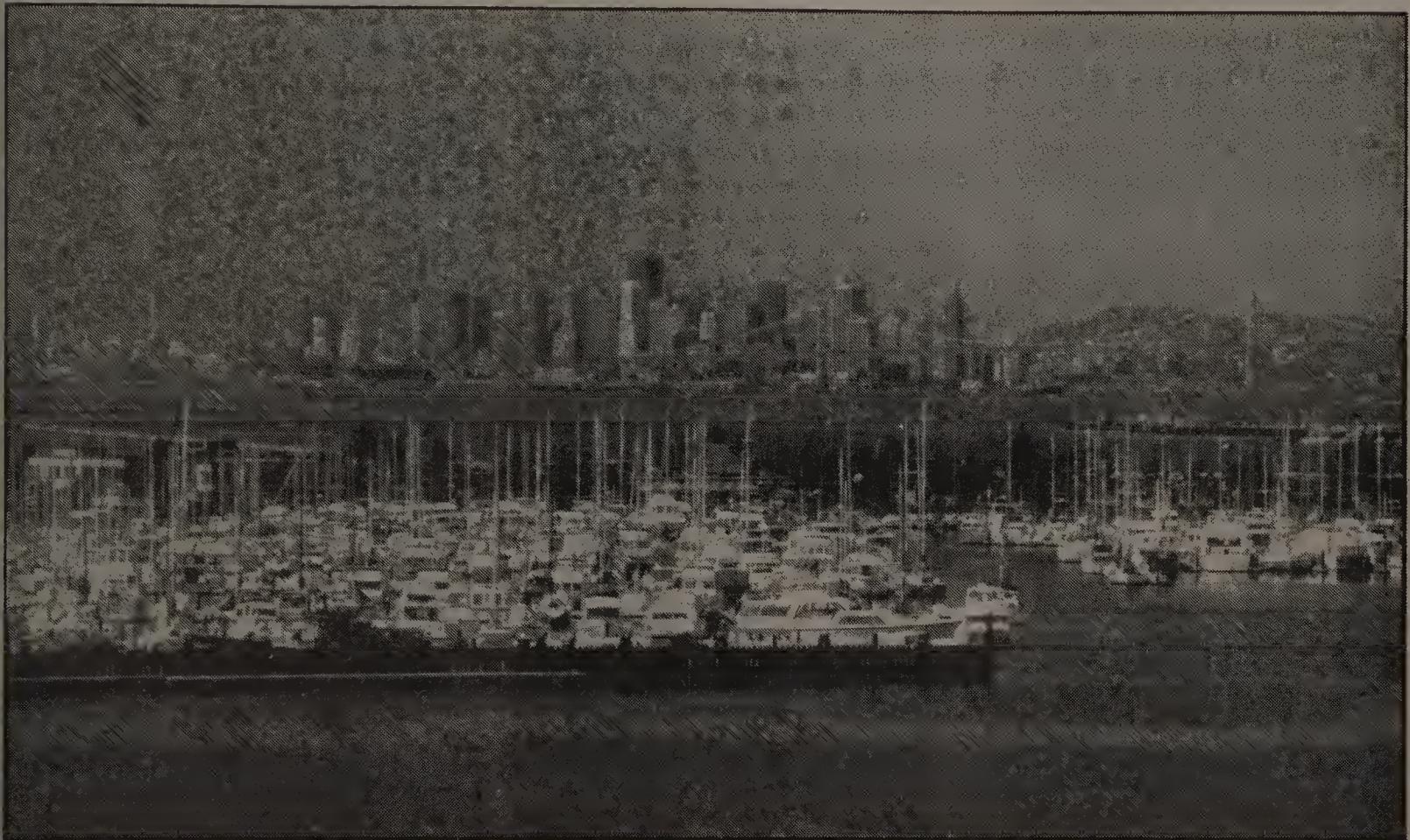
From the Ha'apai group it is an easy overnighter to Tongatapu for a short visit in Nuku'alofa, the capital city of Tonga, then on to New Zealand via Minerva Reef.

Next month we'll cover a summer in New Zealand, explore what makes Fiji such a fantastic cruising ground and set sail for Vanuatu, New Caledonia and Australia.

— Jim and Sue Corenman

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"SOMEONE ELSE'S PROBLEM" —

Memories are a double-edged sword. Successes become warm, gauzy feelings you occasionally recount to friends upon request. The rest of the time, you need only acknowledge their presence with a distant stare and a knowing smile. Failures are a different

The scene ahead of us was surreal. The Wabbit was down for the count, on its side, the companionway submerged...

ball game altogether.

Time does nothing to dull the specifics of instances we wish with all our might we could forget. With a clarity as vivid as if it occurred only moments ago, we can recount a lifetime of failed plans, indiscretions, mistakes and utter stupidity. Personally, the only time I'm afforded relief from remembering some boner I perpetrated in my distant past is when I've committed an act exhibiting equal or greater stupidity in the here and now. At present I keep an open file of about a dozen really dumb mistakes on the periphery of my consciousness at all times to remind myself that I don't have this life thing totally dialed in yet.

But I told you that to tell you this. This summer's Delta Ditch Run, a 70-odd mile plane-fest from Richmond to Stockton, will stand out in my mind forever as the greatest time I've ever had while royally screwing up.

Again, the positive elements of the race in time begin to blend together. I remember the 'quien es mas macho?' competition Peter Carrick and I had in the parking lot of the Richmond YC the morning of the race. "You're not gonna bring foulies are you?" he began. "I thought you people from Washington never got cold."

"I was only going to bring mine if you did, so as not to embarrass you," I replied, doing

Our starting tactics worked perfectly. Deciding over breakfast that there was only minor glory in winning the start and ex-

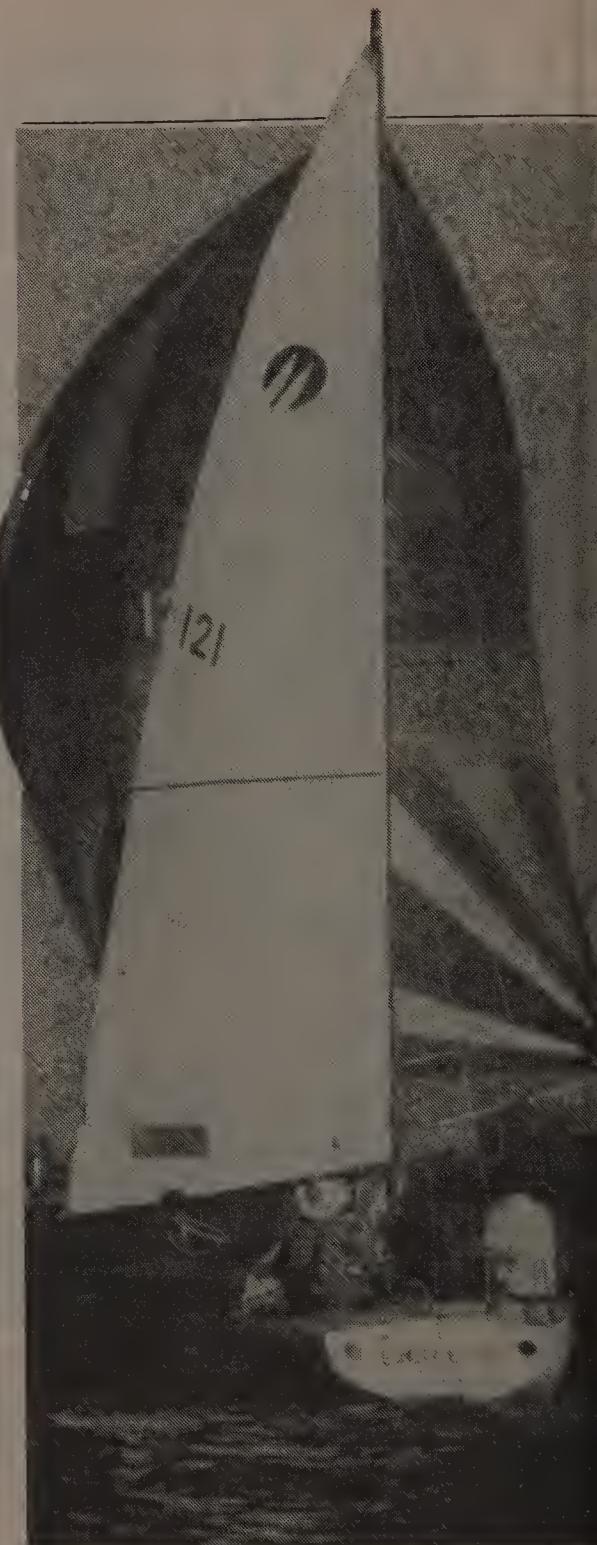
tending thenceforth to the finish, we chose to gag the start intentionally, weed our way through the fleet and, with the last ounce of energy we could muster, lunge ahead to take the victory by a nose. The world loves a comeback.

Like I said, the first part of our plan worked perfectly. The snag occurred as we attempted to put the second part into action, for in an effort to thoroughly lighten the boat, we removed our pruning shears, clippers, edgers — and all the other tools necessary for weeding through a fleet as competitive as the Moore 24s. Eventually, however, Greg was able to assume control over the minds of the dozen or so Moore skippers and send them reaching off to the right side of San Pablo Bay into the brown-water runoff we accurately surmised to be flushing out of the Delta.

Alone at last, in the green water in the middle of the Bay, our position slowly began to improve. As we closed on the Antioch Bridge, the other skippers began to break free of their mental shackles and reconvened nearby. It was too late. We were in the lead, followed closely by Dave Hodges, Joel Verutti and Eric Malmberg in what eventually became a four-way jibing duel in building wind.

Miles passed astonishingly quickly, and once the fleet had stretched out into their established positions, it seemed as though the top four places were established entirely by weight. As Hodges, sailing with his brother Doug and 9-year-old nephew Will, passed us for the lead, we did some quick figuring and ascertained that as light as we were, we still outweighed them by about 80 pounds. Behind us, Toxic Waste Avenger and Mercedes both opted for crews of four, and the heavier of those two parties found themselves behind the lighter.

By then, the wind had increased to the mid-20s, and with the river channel



'Snafu U' and 'Legs' were only two of 12 Moore 24s — and four Wabbits (including overall winner 'Kwazy') — in last year's Ditch Run.

narrowing and planing becoming easier, we found ourselves weeding through clusters of larger displacement boats — and those who decided that sailing with a #2 genoa on a whisker pole was far less stressful than trying to manage a spinnaker.

We sailed on the edge, yet never felt like we were in trouble. What I saw next made me extremely thankful that I was on a boat as well designed for heavy air sailing as the Moore, and with crewmates as solid as Peter and Greg. About a half-mile ahead, we spotted a Wylie Wabbit that had blown its jibe and crashed hard. When we sailed by, it was bare-poled, decks awash, with the crew



Whether bashing around the Farallones or digging the ditch, it's hard to beat a Moore 24.

a casual about-face to toss my bag back into the trunk of Greg Jorgensen's car. This went on for a few moments until, wearing nothing but shorts and T-shirts, we hoisted the sails of Peter's Moore 24 Kangaroo Court and made for the starting line.

LESSONS FROM THE DITCH

29

were about 30 seconds behind Hodges and company on *Fatuity*, with Eric, Joel and now Lester Robertson on *Legs* battling it out a safe distance behind us.

The scene ahead of us was surreal. The Wabbit was obviously down for the count, on its side, the companionway submerged. One crewmember sat on the hull, looking more bored than frightened, while the other two swam around the boat as if nothing terribly out of the ordinary had happened.

As we skated by, I established eye contact with the woman on the hull. Nothing. No frantic waves, no gestures suggesting they needed assistance. Again, she seemed bored. Fine, if that's the case, we've got a jibe of our own to prepare for, and a couple of deadbeats to catch up to. So off we went.

Curiously enough, the race could have ended 50 yards thereafter for all I remember of it. It was around noon when we passed them, and of the remaining four hours all I can recall is jib reaching for about a mile through the San Joaquin River, resetting the kite and then finishing.

I do remember being elated by our finish — second never stings as bad when Hodges takes first. We spent the next couple of hours casually breaking down the boat, preparing it for its short trip to Davis (don't ask) and then back to Santa Cruz Sunday morning. Shortly before dark, *Toxic Waste Avenger* entered the marina. After securing the boat, crew member Mike Evans found me and bluntly extolled, "You f***ked up." This was typical of my relationship with Mike. We don't pull any punches with one another, and that's one of the things I admire most about him.

"You don't leave a boat in distress. I can understand David sailing by, he was essentially doublehanded. But you guys have no excuse."

As it turns out, *Avenger* spent around 40 minutes with the Wabbit, waiting until they were certain that further assistance was on its way. They also took the woman crewmember aboard because she was freezing. Apparently, there's a fine line between bored and hypothermic. Re-entering the race, *Avenger* rounded down shortly after setting their kite, snapping their pole and forcing them to sail the remainder of the race without one.

Which brings us to the true revelation of this epistle: races end when people's lives are in danger. To date, I have thought of at least a half dozen rationales for why we

sailed on instead of stopping to render assistance, but I'm clearheaded enough to know they're all bullshit. I believe all three of us were thinking the same thing as we passed that boat, but no one said a thing. It was as though discussing their plight might possibly



Mooremeisters Doug (standing) and Dave Hodges (driving), took class honors in the DDR en route to winning the '95 Roadmaster Series.

have guilted us into dropping out of a race in which we were excelling, to render assistance to a boat that may or may not have had any business on a race as extreme as the Ditch Run.

Filing for redress, TWA was awarded the fleet placing they were in at the time they stopped to render assistance. Beyond that, they deserve a great deal of credit for not assuming a potentially fatal situation was someone else's problem.

So there's my confession. In all honesty, the more I think about what happened, the worse I feel about it. Fortunately, no one on the boat was seriously injured, but again, that's of little solace to a guilty conscience.

Fortunately, the sting of failure does serve a useful purpose: motivation. Never let it be said I don't learn from my mistakes. On next year's race, which I have every intention of participating in, you can be assured that if you're in my general vicinity and in need of assistance, I'll be there.

— mark gibbs

Readers — This article originally appeared in the November 1995 Moore News, the newsletter of the Moore 24 class. In 'real life', author Mark Gibbs works with Dave Hodges at Santa Cruz Sails.

The 65-mile Delta Ditch Run was inaugurated in 1991. Last year, a record 72 boats participated. The sixth running of this instant classic is slated for June 1 this year. In our estimation, the DDR is about as much fun as you can have on a boat in one day with your clothes on — well, as long as the boat stays upright!

bailing furiously in an effort to rejoin the race.

Of the four Wabbits that entered the Ditch Run, two remained upright the entire way and finished one-two in the monohull division. To them I say 'bravo'! I learned after the fact that the boat we saw round up did finish the race eventually, and I salute them for their tenacity. The fourth Wabbit, however, will be a thorn in my side until the day I die.

When we came upon *Indecent Exposure*, they were near the Naval shipyard in a fairly wide section of Suisun Bay. The wind was howling by now, and it was more rare for us to be off a plane than on one. We

ALL PHOTOS ALANE JOHNSON

1996 RACING

If you read our yearly *Season Champions* series, you'll know that most of the skippers credit good crew work as the major factor in their wins. Of course, some of that is just good sense on the skipper's part — mentioning the crew in *Latitude* is cheaper than buying a congratulatory dinner and several rounds of drinks. Seriously, boats that win races consistently have to have decent gear, decent sails and a good program, too. But there's no denying that a good crew contributes significantly to any racing success.

So how do skippers put together these winning crews? A lot of them do it the same way it's been done for decades now: recruiting family members, friends, co-workers, friends of any of the above, spouses of any of the above — or just grabbing the first warm body to walk by the boat on race day. We know of one woman dinghy skipper so desperate to find crew for the deciding race of the season that she went all out. Neither her regular crew nor any alternates could make it. So after a dozen fruitless calls to other friends and acquaintances, she actually called an old boyfriend she hadn't spoken to in six years! Despite the fact that they hadn't parted on the best of terms and he had never been sailing, she talked him into going. And the woman won her season.

It's hardly a piece of cake for crew people looking for the right boat, either. Boats and skippers vary widely, and one rail-rider's 'tough but fair' skipper might well be another's 'screaming sexist asshole'. In between those extremes are potential crew people as varied in skill and attitude as the types of boats racing today.

It's a good thing sailing brings out the best in most people. With such hit-and-miss methods, it's a wonder how many harmonious crews there really are out there today.

There's nothing wrong with the way it's been done for decades. But about 10 or 12 years ago, we had an idea that has, in the years since, taken a lot of the 'ifs' out of looking for crew. By using our annual Racing Crew List, sailors can cut right to the chase. Skippers can go directly to people they know are interested in crewing on racing boats; crew can pick and choose from the exact situations and types of boats they're most interested in crewing on. By 'decoding' the hieroglyphics beside each name on the list, potential skippers or crew can even get a quick snapshot of that person's skills and desires. And check it out: there are several hundred people listed on the following pages and they all want to go racing this summer. Is all this coming into focus?

Of course, it helps if you sent in a Crew List application. The forms appeared in both our January and February issues, so don't whine now if you missed out. You had your chance. Truth is, you only kind of missed out, because anyone may use the Crew List, whether they're listed here or not. If your name does appear, however, you have effectively doubled your chances of finding what you want: while you're calling people on the list, some of them will also be calling you.

To illustrate how it works, let's take an imaginary sailor, Gary Jibson, through the process. In his mid-30s, Gary has done mostly pleasure sailing up until now, and once helped deliver a racing yacht back from Hawaii. Now he'd like to try his hand at competition, both because he's interested in the challenge of something new and because he knows it will make him a better sailor for that 'Big Cruise' around the world he plans someday. He filled out one of the Crew List forms, indicating he's looking to do a Bay Series and, since he has a vacation coming up in July, he also checked the Pacific Cup, which takes place that month.

Now that he has this issue in his hot little hands, the first thing Gary does is . . . find his own name. He mentally makes a note to impress lady friends by telling them he's been 'written up' in *Latitude 38*. Then he grabs a red pen and goes to work.

IMPORTANT NOTE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recom-

By scanning the 'Want Crew' code in the shaded box, Gary determines he is most interested in categories 1 and 4 under 'plans' (indicating the owner is going to do a Bay Series and the Pacific Cup); category 1 under 'wants' (owner is more interested in enthusiasm and desire to learn than sailing skill); and category 2 under 'race' (the owner is pretty serious about racing, but not a Nazi about winning every time). Then he lets his fingers do the walking through the appropriate lists, making checkmarks with the red pen beside each prospect that looks promising. When he's done, the first checkmark is next to Dennis Condor, 43, 555-5555, Express 37... plan 1,4/want 1/fqr 2. That means Dennis is planning a Bay series — probably one design — and the Pacific Cup. He is 43 years old and offers the exact racing situation Gary is looking for.

Gary calls Dennis, but the line is busy. That's because Dennis is already on his sixth call from the 'Women to Crew' list. Like some skippers, Dennis is fantasizing more about sex with a female crew between the sheets than how well a female crew might trim the sheets. After introducing himself, Dennis gets right down to business. "I've, ahem, just been written up in *Latitude 38*. In fact, Ed., the guy who answers all the letters, he's a close personal friend of mine. Now if you just want to come down to the boat tomorrow evening, I'll show you my, heh-heh, rod rigging and we can (click)... Uh, hello?"

While Dennis wastes the better part of the afternoon finding out that women Crew Listees want to race, not associate with some slimy pervert sleezeball, Gary gets a call from Jed Turner. Jed is an older skipper with an older boat, but he races for the fun of it and has more than a decade of experience under his belt — including a couple of season wins. They hit it off immediately and before the conversation is half over, Gary has been invited to a practice sail with Jed's regular crew that coming weekend.

And so it goes.

The Crew List is not all fun and games. The more irritating part of it for us is guys like Dennis who think with their... well, who abuse the list. We once again ask that everyone be ladies and gentlemen, and that you please reserve the hormone thing for another time and place. We got a reputation to uphold here, folks.

The other thing has to do with the limit of our involvement in the Crew List. Basically, it ends right here. As soon as you pick up the phone, you are on your own. So please read and acknowledge the disclaimer at the top of the page before you go any farther. Beyond that, there are no limits to the amount of calls you can make.

Oh, did we mention the parties? There are two Crew List parties this year: Tuesday, April 2, at the Richmond YC and Thursday, April 4 at the Corinthian YC. Both run from 6 to 9 p.m., and will feature the usual chip-and-dip type munchies and no-host bar.

Despite what Max Ebb might have you thinking elsewhere in this issue, attending the Crew List parties is an excellent way to make new contacts, friends and plans for the season. And since Crew Listers from the Chartering/Daysailing/Boat Swapping and Co-Chartering Crew List (those names will appear in next month's issue) will also be there, who knows what might turn up? Instead of racing to Hawaii, you may find yourself cruising to the South Seas!

If you've already made your contacts by phone, the Crew List

mendation as to the character of anyone participating in the Crew List, or the condition of any boats or equipment. You must judge those things for yourself.

party is a good place to meet your new skipper or crew for the first time. Perhaps best of all, you don't have to be listed here to attend the Crew List party. Everyone is welcome and everyone is invited. However, in the interests of fair play, anyone who is not on the Crew List — typically 50% of Crew List partygoers — must plunk down \$5 at the door. Please try to have exact change and no early birds — especially the neanderthals who think they can help themselves to the food before the doors are officially open (or the food's uncovered).

Here are a few final suggestions for making the most of the Crew List: 1) Don't call anyone after 10 p.m. or before 8 a.m. and expect them to be lucid or civil; 2) Don't call someone the night before, or the morning of, a race and expect to get results; 3) Don't exaggerate your skill level. Someone who doesn't know what they're talking about is instantly identifiable to someone who does; 4) Treat women nice; 5) The steady hand of experience is a good balance to the reckless enthusiasm of youth. Try and strike a nice medium on your boat by giving everyone a chance.

Good luck and good sailing. We'll see you out on the water.

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

Alan Ross, (510) 521-2035 wants 1,2,3,4,5,6/prefers 2/exp 3def/will 1,2,3,4,5,6,7.
Austin Lambe, 33, (415) 861-7449 wants 1,2,5/prefers 1,2,3 (Melges or J)/exp 3cdg (owned, raced Ranger 33 on Bay)/will 1,3,6.
B.J. Tetreault, 30, (907) 486-2209 or e-mail bjt2000@aol.com wants 1,3,4,5/prefers 2/exp 2ag (club races & daysailing)/will 1,3,4,7.
Ben Choate, 52, (415) 924-4630 wants 1,3,4,5,6/prefers 2/exp 4f/will 1,2,4.
Bill Cady, 40, hm (916) 427-0518 or wk (916) 322-5185 wants 1,2,3,4,5,6/prefers 2/exp abg (skippering on 25'-30' Olsons)/will 1,2,3,6,7.
Bill Ellig, 43, (415) 512-9608 wants 1,5/prefers 1,2/exp 2b/will 1,6.
Bill Gutoff, 39, (415) 550-1448 wants 1,4,5/prefers 2,3 (JLDB)/exp 4f/will 1,3.
Bob Jones, 43, (408) 728-4162 wants 2,3,6/prefers 2,4/exp 1/will 1,3.
Brad Pelk, 27, (415) 739-5139 wants 1,3,4,5,6/prefers 2/exp 2c/will 1,2,3,6.
Brian Gassman, 26, (510) 654-9120 wants 1/prefers 1,2/exp 2a/will 1,2,3,6.
Charlle Storrs, 37, (510) 638-3931, Oakland YC wants 3,5/prefers 2/exp 4df/will 3,4,5.
Chris Burmester, 30, (510) 528-8071....wants 1,2,3,4,5,6/prefers 2/exp 3f/will 1,3,6,7.
Christopher Krivanec, 28, (510) 848-4808 wants 1/prefers 2/exp 2bg (cruised own Ericson 27 on Bay)/will 1,2,3,7.
Cory Bloome, 23, (415) 441-0234 wants 1,2,3,5,6/prefers 1,2/exp 3b/will 1,2,3,6.
Dan Wadleigh, 31, hm (408) 730-0501 or wk (510) 606-1302i wants 1,2/prefers 1,2,4,5/exp 3d/will 1,3,6.
Darryl Lieux, 57, (408) 773-9089 wants 1,2,4,5/prefers 2/exp d/will 2,4,7.
Dave Hoffer, 26, (415) 322-9403 wants 1/prefers 1,2/exp 3c/will 1,2,3.
David N. Baker, 28, (415) 474-3488 wants 1,2,3,4,5,6/prefers 2/exp 2b/will 3,6.
David Demarest, 44, (415) 485-0789 wants 5/prefers 2/exp 3f/will 3,6.
David Hammer, 51, wk (916) 623-2661, hm (916) 623-4746, fax (916) 623-2671, or Box 1091, Weaverville, CA 96093 wants 6/prefers 2/exp 3dg (raced own Hobie 16, crewed on Islander 24 for 2 full YRA seasons, crewed on ocean)/will 5,6.

David Hand, 50, (510) 820-5637 wants 1/prefers 1,2/exp 3d/will 1,4,6.
David W. Potter, 39, (408) 649-6333 wants 1,3,4,5,6/prefers 2/exp 3ceg (boat owner, CPR, first aid)/will 1.
David Torrisi, 30, (415) 593-9231 wants 3,5,6/prefers 2/exp 3d/will 1,5.
Dear Daniels, 36, (415) 506-6356 or dsdaniel@us.oracle.com wants 3,5/exp 2dg (own SC 33)/will 1,3,6,7.
Derrick Weeks, 35, (415) 369-4152 wants 3,4,5,6/prefers 2/exp 3deg (3 yrs daysailing skipper on Bay)/will 1,2,6,7.
Dick Derby, 58, (415) 221-5842 or pager (415) 582-9685 hit # wants 1,2,3,4,5,6/prefers 1,2/exp 2ab/will 1,3.
Duncan McNamara, 31, (415) 349-4515 or day (510) 441-1175 wants 1,4,5/prefers 1,2/exp 3cg (3 yrs. Cedar Pt. Westport, CT)/will 3,5,6.
Ed Rogers, 49, (510) 339-8510 or erogers005@aol.com wants 3,5/prefers 2,3 (J-120),5/exp 4deg (12K ocean miles on 40'-65' boats)/will 1,2,3,4,6.
Emile Lemoine, 31, (415) 753-2332 . wants 1,2,3,5/prefers 1,2/exp 2b/will 1,2,3,7.
Eric Goldschlag, 30, (707) 837-8470, pager (707) 577-9755 or wk (707) 543-3575 wants 1,3,4,5,6/prefers 2/exp 2b/will 1,2,3,6,7.
Frank Lossy, 49+, (510) 527-3893 wants 1/prefers 1,2/exp 4fg (tactics & trim)/will 4.
Frederick Berg, 49, (808) 638-7384 wants 3,4/prefers 2/exp 3b/will 1,3.
George Alves, 61, (415) 459-6488 wants 1/exp 1/will 1,2,3,6,7.
George Dorian, 35, (415) 461-0165 wants 1,2,3/prefers 1,2,3 (Laser)/exp 3,4fg (bowman)/will 1,3,5,6,7.
Greg van Dalen, 30, (707) 769-0472...wants 1,3,5/prefers 1,2/exp 3def/will 1,2,3,5.
Gregg Solar, 31, (415) 922-0566 or day (415) 225-5863 wants 1,3,5/prefers 1,2,5/exp ce/will 1,2,3,4,5,6,7.
Harvey Shlasky, 42, (916) 353-1299...wants 1,2,3/prefers 1,2/exp 3b/will 1,2,3,6,7.
Jason Moore, 23, (415) 495-3588 . wants 1,2,3,5/prefers 1,2,5/exp 2b/will 1,2,3,6.
Jeff January, 51, (707) 528-7808 or 210 Dorchester Ct., Santa Rosa, CA 95403 wants 1,2/prefers 1,2,3 (J/105, J/30, Santana 35, Olson 34)/exp 3abg (owns Olson 34 Edgewater, fully equipped diver)/will 1,2,3,4,5,6,7.
Jeff MacDougal, 39, (415) 789-9354 wants 1,3,4,5/prefers 1,2/exp 3beg (Baja Ha-Ha '95 vet, Laser exp.)/will 1,2,3,6.
Jeff Mogul, 38, (415) 327-9345 or mogul@pa.dec.com wants 1,3,4,5,6/prefers 2/exp 3b/will 1,2,3,6,7.
Jerry "Howdy" Carlton, 48, (415) 708-6879 wants 1,3/prefers 1,2/exp 3d/will 5.
Jesse Goodman, 45, (415) 333-7287 or msg (707) 857-3749 wants 1,2,3/prefers 1,2/exp 3b/will 2,3,6,7.
Jim Bacon, 44, (415) 435-1698 wants 3,5/prefers 2/exp 3f/will 2,6.
Joe Lynch, 26 (415) 247-5609 wants 1,3,6/prefers 2/exp 2g (ex-Navy, some 25' sailing)/will 1,3.
John Monroe, wk (510) 521-1829 wants 1,3/prefers 1,2/exp 3ae/will 4,6.
John Hurd, 47, (541) 482-1455 wants 1,3,4,5/prefers 2,5/exp 2c/will 1,3,6,7.
John Page, 42, (415) 328-1093 or page_@mediisoft.net wants 1,2,3,4,5,6/prefers 2/exp 2b/will 1,5,6.
Jon Williams, 35, (408) 438-6953 wants 1,2,3,4,5,6, Windjammer/prefers 1,2/exp 2,3b/will 1,3.
Ken Shepherd, 50, (510) 843-0500 wants 3,4,5,6/prefers 2/exp 3f.
Kenneth Schulze, 38, (408) 338-6866 or e-mail kenschulze@aol.com wants 2,3,5/prefers 2/exp 2a,g (aerodynamics engineer)/will 1,6.
Kurt Owens, 34, (415) 255-0507 wants 1,3,5/prefers 1,2/exp 4d/will 1,3,6.
Kurt Sabo, 41, (510) 521-3474 wants 2,3,5/exp 2b/will 6.
Larry Fisher, 42, (415) 453-6577 or lafish@aol.com wants 1/prefers 1,3 (Express 27)/exp 3b/will 1.
Larry Zarembinski, 39, (510) 482-5983 wants 1,2,3,4,5/prefers 2/exp 3a/will 1,2,3,6,7.
Lloyd Ritchey, 51, (408) 280-5021 wants 1,2/prefers 2/exp 3b/will 1,2,3,4,7.
Mark, 40, (510) 769-7623 wants 1,3,5,6/prefers 1,2/exp 4fg (extensive cruising worldwide)/will 3,4,5,6.
Mark Kyle, 40, (415) 821-2283 wants 1,2,3,4,5,6/prefers 1,2/exp 2dg (daysailing, cruising)/will 1,2,3,4,5,6,7.
Mark Vis, 30, (510) 795-7657, email markv@corp.cirrus.com or wk (510) 226-2307 wants 1,3,5/prefers 1,2/exp 2abg (2 race series, some spinnaker)/will 2,6.
Mark Wommack, 38, (510) 522-7038 wants 1/prefers 1,2,3 (any one design)/exp 4f/will 5.
Marty Gilmore, 45, (415) 957-3259 wants 1,5/prefers 1,2/exp 3d/will 1,3,5.
Marvin Burke, 54, (415) 892-7793...wants 1,3,4,5/prefers 1,2/exp 4f/will 1,2,3,4,5,6,7.
Marvin Stark, 50, (916) 989-5640 wants 1,2,3,5/prefers 5/exp 2c/will 1,2,3,6.
Michael Caplan, 53, (916) 484-5411 wants 1,2,3,4,5,6/prefers 2/exp 4fg (medical, fishing, diving)/will 1,2,3,5,6.
Michael Flynn, 32, (415) 924-2629 or (415) 604-1163 wants 1,3/prefers 1,2/exp 4f/will 5,6.
Mike Morrow, 52, (510) 682-5160 wants 1,3/prefers 1,2/exp f/will 1,4,5,6.
Neal Daskal, 41, (510) 268-4007 wants 1,2,3,5,6/prefers 2/exp 3c/will 1,6.
Neil Calvert, 48, (510) 337-0426 wants 1,2,3,5,6/prefers 2,3 (any ODCA)/exp 3dg (3 yrs, 1 yr ocean)/will 3,4,5,6.
Neil Lowin, 33, (415) 550-8523 wants 1,5/exp 3d/will 1,2,3.
Nick Burke, 34, (415) 221-9327 or nick@skysail.com wants 1,3,4,5,6/prefers 1,2,4,5/exp 2cde/will 1,3,4,5.

1996 RACING

Nigel Donnelly, 33, (415) 861-7449 wants 1,2,3,4,5,6/prefers 1,2,3 (Melges 24),4,5/exp 4cg ('round the cans & offshore, Solent, UK)/will 1,2,3,4,5,6,7.
Patrick Kohlman, 44, (415) 493-4769 wants 1,2,3,5/prefers 1,2/exp 3fg/will 3.
Paul Caffrey, 31, (415) 771-0779 or 1100 Gough St. Apt. 7A, SF 94109 wants 1,3,4/prefers 2,5/exp 3bcg (sailing exp. in Ireland)/will 1,2,3,6,7.
Paul Denhard, 32, (707) 557-4885 or days (510) 355-7617 wants 1/prefers 1/exp 1b/will 6,7.
Paul Hofemann, 33, (408) 363-9074 wants 1,2/prefers 2/exp 1a/will 6.
Paul Seyler, 51, (310) 426-3551 or Box 1391, Long Beach, CA 90801 wants 3,4,5,6/prefers 2/exp 3bcf(3)g(scuba cert.)/will 1,2,6.
Pete Perez, 39, (415) 634-4733 wants 4/prefers 2/exp 2a/will 1,2,3,6.
Peter Howley, 55, (415) 394-5800 wants 1/prefers 2/exp b/will 1,2,3,6,7.
Peter Jermyn, 46, (707) 822-0951 wants 1,3/prefers 1,2/exp 3ef/will 2,5,7.
Peter McNally, 26, hm (415) 398-6780 or wk (415) 395-6391 wants 1,3,5,6/prefers 1,2/exp 3de/will 1,3,6.
Peter Robertson, 48, (916) 482-4458 wants 1/prefers 2/exp 2b/will 1,2,7.

"TO CREW" CODE

I/WE WANT TO RACE

- 1) San Francisco Bay
- 2) Monterey/Santa Cruz
- 3) Ocean Races
- 4) 1996 Pacific Cup
- 5) Coastal Race(s)
- 6) to Mexico (November)

I/WE PREFER

- 1) Boats under 30 feet
- 2) Boats over 30 feet
- 3) Specific class or design
- 4) Dinghies
- 5) Multihulls

MY/OUR EXPERIENCE IS

- 1) None
- 2) A Little
- 3) Moderate
- 4) Mucho
- a) Less than one full season
- b) Little or no racing, but lots of cruising and/or daysailing
- c) I have out-of-area racing experience, but am unfamiliar with local conditions
- d) One or two full local seasons
- e) One or two long-distance ocean races
- f) Years of Bay and ocean racing
- g) Other pertinent experience:

I/WE WILL

- 1) Help with the bottom, do maintenance — anything!
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

Randy Griffin, 33, (415) 929-0680 wants 1,2,3,4,5,6/prefers 1,2,3 (Melges, 11:Metre, J/105, Mumm 36),5/exp 3f.
Raul Artiga, 35, (415) 543-6586 or fax (415) 543-2131 wants 1,5/prefers 2/exp 2b/will 1,6.
Reid McLaughlin, 26, (415) 221-0164 or reidm@wni.com wants 1,2,3,4,5,6/prefers 1,2,3 (J/24),4/exp 4c/will 1,3,4,5.
Rich Morrow, 25, (415) 243-9325 wants 1/prefers 2/exp 1/will 1,2,3,6,7.
Rick Whiting, 50, (415) 459-1210 ... wants 1,2,3,5,6/prefers 2/exp 4f/will 1,2,3,4,7.

Robert W. Lennie, 37, (408) 738-3506 or e-mail lennie@ix.netcom.com wants 1,2,6/prefers 1,2/exp 3b/will 1,2,3,4,5,6,7.
Robert Rose, 39, (408) 723-0832 wants 1,2,3/prefers 1,2/exp 2a/will 1,2,3,6.
Robert O. Soleway, 60, (415) 332-2159...wants 1,2,3,5/prefers 2/exp 3f/will 1,3,6,7.
Robert Winters, 30, (415) 233-7171 wants 1/prefers 1,4/exp 3c,g (spinnaker exp.)/will 3.
Rod Duncan, 50, (408) 476-4967 wants 2/prefers 1,2/exp 2b/will 1,3,6.
Russ Bleizeffer, 49, (415) 435-5548..... wants 1,2,5/prefers 2/exp 3b/will 1,2,6,7.
Sean Couvreux, 17, (707) 769-1964, e-mail 103303.1223@compuserve.com or fax (707) 769-0352 wants 1,3,4,5,6/prefers 1,2,3 (Express, SC, Olson)/exp 4defg (crewed for 10 yrs around the world)/will 1,3,4,5.
Seppo Hulkonen, 36, (415) 233-9879 or (415) 855-2368 wants 1/prefers 1/exp 2b/will 1,3.
Serge Serebrennikov, 35, (415) 756-7221 wants 1,3,4,5/prefers 2/exp 3,4,ceg (North & SoPac)/will 1,2,3,4,5,6.
Steph Bradshaw, 38, (510) 839-6875 or steph Bradshaw@bmu.org ...wants 1/prefers 1,2,3 (one design)/exp 3,4fg (1st '95 Div. M owner/trimmer)/will 1,2,6,7.
Stephan Luis, 25, (415) 553-4530 wants 1,3/prefers 1,2,4/exp 3c/will 1,2,3,6,7.
Tim Sample, 36, (408) 773-0726 wants 1,2/prefers 1,2/exp 2g (a few races at a sailing school)/will 1.
Tom Dunkelman, 34, (415) 744-2294 wants 1/prefers 1,2/exp 3d/will 1,3,6.
Tom Goodwin & Chris Longaker, 55+, (916) 362-1780, Express 34 plan 1,2,5,ac/wants 1,2,3/race 2.
Tom Johnson, 48, (916) 885-2422 wants 1,3/prefers 1,2/exp 2bg (OCSC basic cruising)/will 1,6.
Tom Oakes, 32, (510) 791-9113 or toakes@fcicom.com wants 1,3/prefers 1,2/exp 2b/will 1,6.
William Faulhaber, 61, (510) 521-9426 wants 1/prefers 1,2,5/exp 2a/will 1,2.
Witek (Vee-Tek) H., 22, (510) 524-0870 or e-mail witt@fire.cchem.berkeley.edu... wants 1,3/prefers 2,3 (Express 27, J/105), exp 3dg (cruising & passages)/will 3,4,5,6.

WOMEN TO CREW ON A RACING BOAT

Angela, 33, (310) 456-1351 or Box 105A, Malibu, CA 90265 wants 3,5,6/prefers 2,5/exp 2aeg (surfer, some San Diego racing)/will 1,2,3,6.
Anita Baker, 38, (415) 552-3769 or wk (415) 441-3777 wants 1,2,3,5/prefers 2,3 (J/30)/exp 2c/will 2,7.
Anne Turner, (415) 458-4410 wants 1,2,3,5/prefers 2,3 (J/35, Express 37, SC50, Swans)/exp 3de/will 7.
Arlene Ruggieri, 38, (415) 824-2288 wants 1/exp 3d.
Bobbi Coggins, 43, (916) 655-3591 or fax (916) 655-3595 wants 1/prefers 1,2/exp 1b/will 1.
Cheryl Madsen, 27, (415) 225-3187 or email madsen.cheryl@gene.com wants 1,2,3,5/prefers 2,3 (Express 37)/exp 3f (raced on Express 37s)/will 1,2,6,7.
Chris, 37, voice mail/wk (415) 383-8200 x103 wants 1,3,4/prefers 1,2/exp 3d/will 1,2,6,7.
Chris, 37 & son Baylis, 5, (707) 778-9231 want 4,6/prefer 2/exp 3d/will 1,2,6,7.
Chris Lauer, 38, wk (415) 495-3588 wants/prefers 1,2,4,5/exp 4cg (collegiate east coast J/Boat & dinghy racing)/will 1,5.
Cristina Tattini, 29, (415) 641-1222 or (415) 641-1272...wants 1/exp 2b/will 1,4,6,7.
De, 38, de@uclick.org wants 2/prefers 1,2,5/exp 1/will 1,2.
Eileen Haubl, 35, (707) 253-9228 wants 1,2,3/prefers 1,2,5/exp dg (3 seasons Olson 25, 2 seasons Hobie 16)/will 1,5,6,7.
Elizabeth, 30, (415) 921-7079 wants 1,5,6/prefers 2/exp 3ab/will 2,3.
Eva, 39 and holding, (510) 769-7623 wants 4/prefers 2/exp 4efg (extensive ocean cruising)/will 3,4,7 (and cooking).
Jeanette Daroosh, 35, (415) 454-7582 wants 1,2,5/prefers 1,2/exp g/will 1.
Jorja Harper, 40, (209) 245-4612 wants 1,2,3/prefers 1/exp 2a/will 1,2,6,7.
Kathleen O'Brien, over 21, wk (408) 556-3559 or kobrien@ix.netcom.com wants 1,2,3,5/prefers 2/exp 4fg (spinnakers, pit)/will 1,2,6.
Kathryn, 32, (310) 379-9645 .. wants 4/exp 4eg (ocean cruising, SoPac)/will 2,3,7.
Kati, 34, (415) 457-9700 wants 1/prefers 1,4/exp 3g (6 yrs PHRF).
Karen Sliter, 28, (408) 730-4915 or (415) 854-0300 x2598 wants 1,2,3,4,5/prefers 2/exp 2ab/will 2,7.
Lindsay Patton, 37, (510) 828-4043 wants 1/prefers 2/exp 2b/will 2,7.
Marcia Schnapp, 40, (707) 524-9744 wants 1,3,5/prefers 1,2/exp 4fg (raced/owned Express 27 Lipstick, good tactician/currents expert)/will 2,4,5.
Marilyn Munyer, 47, (415) 331-4411 wants 1/prefers 1,2,5/exp 3bg (foredeck, spinnaker on under 30' race boats)/will 2,5,6,7.
Marlaina, 42, fax (707) 996-8260 wants 1,2/prefers 1,2,3 (Santana 35, SC 27)/exp 3d/will 1,2,7.
Marta, 45, (415) 924-3932 wants 1,5/prefers 2/exp 3d/will 1,2,3.
Mary Beth, 39, (415) 552-6499 want 1,2/prefers 2/exp 3b/will 1,2,3.
Patricia McCaron, 58, (415) 927-3999 .. wants 1,2,5/prefers any/exp 1b/will 1,2,7.
Robin Steinbach, 25, (415) 331-7379 .. wants 1,3,4,5/prefers 2/exp 2de/will 1,2,3.
Sandra Masili, 30, (415) 922-1230 wants 1,2/exp 1b/will 1,6,7.

CREW LIST

Sharon, 33, fax (415) 641-5757, wk (415) 962-2186 or e-mail salger@slip.net wants 1/prefers 1/exp 3dg (J-24, 120# body builder)/will 3,5,6.
 Stephanie, 25, (415) 962-1563 wants 1/prefers 1,2/exp 2ag (cruising, chartering)/will 1,2,7.
 Susan Crabb, 44, (916) 274-0506 wants 1,6/prefers 2/exp 2bg (ASA cert. skipper)/will 2,7.
 Sue, 50, email sestey@aol.com wants 1,3,5/prefers 1,2/exp 3b/will 1,7.
 Sue A., 41, (415) 461-3949 wants 1,2,3,5,6/prefers 1,2/exp 3dg (RN)/will 1,2,7.
 Suzanne Lea, 33, (510) 642-2549 wants 2,4/exp 3d/will 2,6,7.
 Synthia Petroka, 38, (415) 858-1544....wants 1,2,3,5/exp 3deg (sailed 18 yrs)/will 3.
 Teri Bloomquist, 34, (707) 838-9030 wants 1,4,6/prefers 1,2/exp 2bg (ex-chef)/will 6,7.

COUPLES TO CREW ON A RACING BOAT

Jim & Brenda Van Beveren, mid-40s, (510) 686-2562 or Jim's wk (415) 794-2007 want 1,5/prefer 2,3 (E37, J/35, J/105)/exp 4fg (race J24s, Santana 35)/will 2,4,5,7.
 Kim & Eric Bergel, 29/31, (707) 442-0542 or 1312 K St., Eureka, CA 95501 exp 4ceg (CG license, TransPac delivery, many miles logged)/will 1,2,3,4,5,6,7.
 Macey Dunbar & Bill Walker, 27/25, (415) 522-8734 or (415) 863-9017 want 3/prefer 2/exp 3,4cdeg (major sailing family & exp)/will 1,3,5,7.
 Mike & Jony Stallings, 40, (415) 991-8006 want 1,2,3,5/prefer 1,2/exp 2ag (kayak, race whaleboats)/will 1,2,3,6,7.
 Tony & Janyce Palombit, 39/47, (415) 331-2633 or wk (510) 215-1871 want 1,5/prefer 2/exp 4bfg (prof. captain)/will 3,4,5,6,7.

Mark Sutton, 41, (415) 349-5590 or markl@bay-media.com plans 1,2,8 (FJ dinghy), b/wants 2/races 2.
 Martin Cunningham, 40s, wk (415) 578-1930 or hm (408) 973-8075, Santana 35. plans 1bde/wants 1,2,3/races 2.
 Mike Borgerding, 48, (510) 228-2193 plans 1bcd/wants 1/races 1.
 Noel Markley, 59, (415) 986-2343, IOD 33' plans 1bc/wants 2,3/races 2.

"WANT CREW" CODE

I/WE PLAN TO RACE

- 1) San Francisco Bay
 - 2) Monterey/Santa Cruz
 - 3) Ocean Series
 - 4) 1996 Pacific Cup
 - 5) Coastal Race(s)
 - 6) Mexico Race(s)
 - 7) Baja Ha-Ha Cruisers' Rally (November)
 - 8) Other
- a) Handicap
 - b) One Design
 - c) YRA Season
 - d) Specialty Events and/or occasional YRA
 - e) Beer Cans
 - f) Anything & Everything

I/WE WANT CREW

- 1) That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised or scared silly.
- 2) With at least one full season of racing experience.
- 3) With more than three years experience.

I/WE RACE

- 1) Casually. Winning is nice, but let's keep it fun.
- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I/we don't like to lose.

Paul R. Berger, 43, (916) 929-0246, wk (916) 654-8445, (408) 371-2489 or (408) 226-7927, Islander 30 MkII plans 1,3,5,8 (have BBQ, will race), def/wants 1/races 1.

Paul Shinoff, 51, (510) 548-8824, Cal 2-27 plans 1bcde/wants 2,3/races 2.

Phil Gardner, 59, (510) 865-2424, J/105 plans bcd/wants 2/races 3.

Richard Bryant, 42, (408) 275-0827, (408) 743-2308 or e-mail cbryant@1x.netcom.com, Express 27 plans 1,3,bcd/wants 2/races 2.

Richard Peck, (415) 348-8527, Davidson 44 Infra Red plans 1,2,3,5 acde/wants 2,3/races 2.

Steve Hodges, 41, (916) 483-6359, Express 27 plans 1b/wants 1/races 2.

Tom Gardner, 42, (916) 668-1341, Kiwi 24 (1/4 tonner) . plans 1a/wants 1/races 2.

Tom Goodwin & Chris Longaker, 55+, (916) 362-1780, Express 34 plan 1,2,5,ac/want 1,2,3/race 1,2.

Wayne Nygren, 50, hm (510) 889-9216 or wk (408) 453-0467, 24' Columbia Challenger plans 1bc/wants 1,2,3/races 2.

WOMEN LOOKING FOR RACING CREW

Laraine, (510) 769-7623, Merit 25 plans 1abce/wants 1,3/races 2.
Laurie Miller, 49, (510) 237-6122, Catalina 30 plans de/wants 2/races 1.
Lori Dobeus, 28, wk (415) 749-6067, Santana 22 plans 1be/wants 1/races 1.

COUPLES LOOKING FOR RACING CREW

Carl & Jini Bauer, 58, (916) 944-4403 or (916) 635-9370, Olson 34 Ozone plan 1abd/want 3/race 2.
Jeff & Phyllis Brousseau, 40, (510) 523-5995, Moore 24 plan 1abdef/want 1,2/race 2.
Mac & Suzanne Lingo, 53/41, (510) 525-1881, Swan 44 .. plan 3,e/want 2/race 1.

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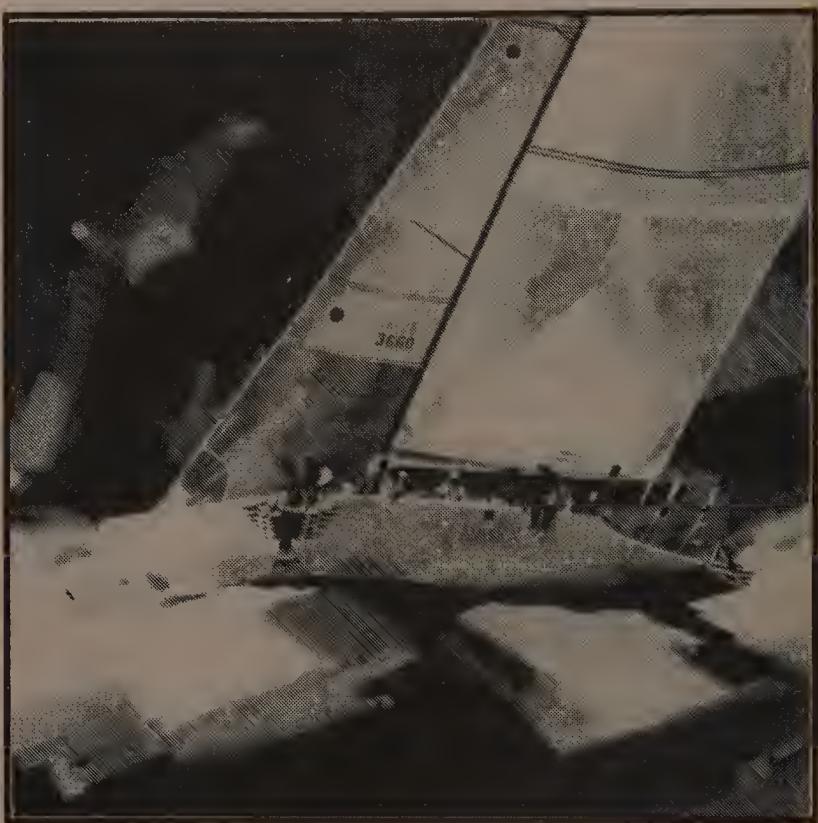
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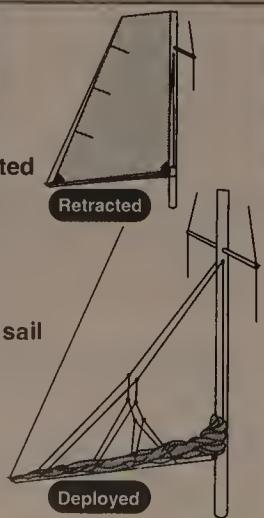
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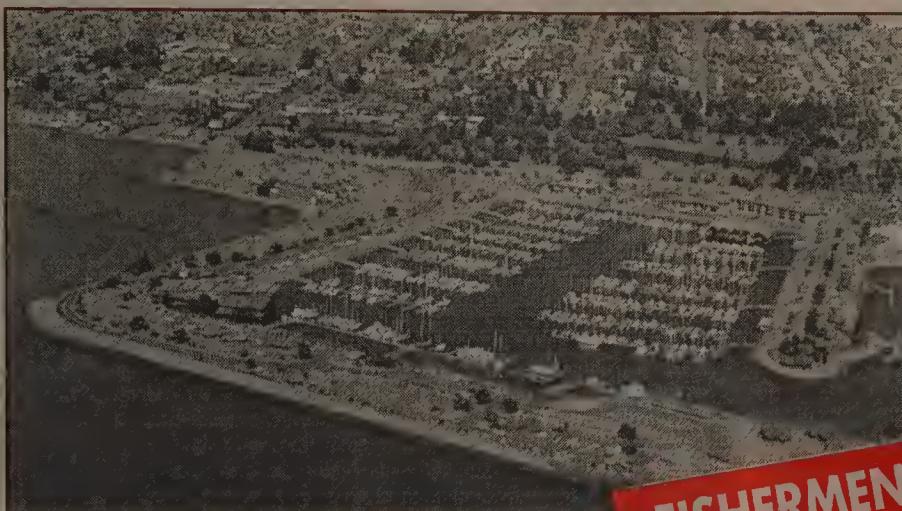
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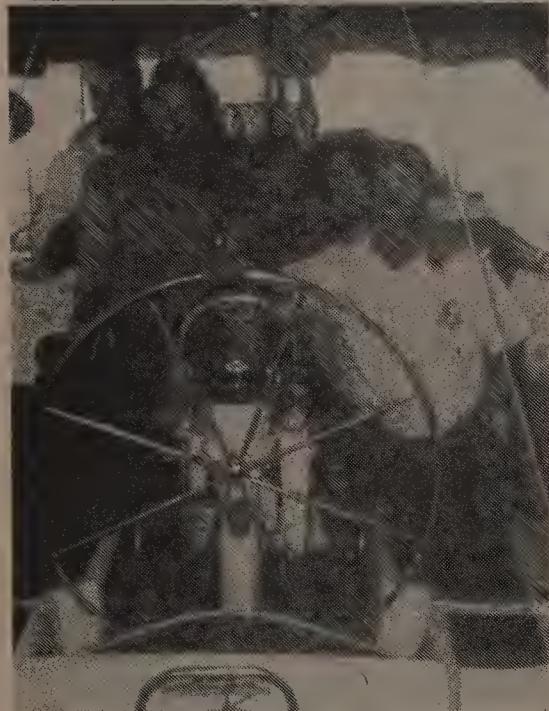
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"ONE CALL DOES IT ALL"

BACKPACKERS AT SEA

It was one of those moments, a passing comment rolling off the tongue, that sent me packing to Greece.

During a lazy daysail on the Bay, my friends and I were sipping beer and catching up with each other in the sun. Ellen and I



RONNA NELSON

Crew of 'Flame 6' (l to r) — Jarrett, Ellen, Ronna, Fiona and Erik — celebrate Fee's birthday on Ios.

had both ventured out of the corporate world several months earlier and were braving the world of freelance design. Now I listened as she described the details of her upcoming trip to the Mediterranean. She'd been planning it for months — a backpack trek through Turkey, Greece, Italy and Spain. When she mentioned Greece, I swooned. "God, Ellen, I've always wanted to charter a boat there!"

"Really?" she said. "Let's do it!"

That was all it took. After two years of sharing dreams of travel over cubicle walls and the last few months chained to our own computers at home, we were now about to discover the meaning of "free" after all.

With only a month to organize the trip, I called The Moorings. I've chartered with them in the Virgin Islands many times and just last February, I enjoyed their hospitality and an incredibly well-maintained yacht in Baja. They are simply the best.

Everyone is sailing Turkey these days, so I'd hoped that Moorings would have a boat for me in Greece on such short notice. No problem. Would I like to sail the Dodecanese for a week? Or perhaps the Peloponnese? What about a one-way delivery across the Aegean from Rhodes to Athens — two weeks on a bareboat Jeanneau Sundance 36? That's the one.

On such short notice, there were no other

takers among our friends. It was Ellen and me on a 36-ft boat, doublehanded across the Aegean. As Ellen prepared to leave for the backpacking part of her trip through Turkey, we formulated a plan. While I organized the boat from here, Ellen would look around for crew in her travels. We would meet in Rhodes.

During my research, I called around for the famous Greek Waters Pilot (GWP) by Rod Heikell. Thank you, Armchair Sailor. There is no other English cruising guide like this one. It was my bible.

I arrived in Rhodes at the Cava Del Oro pensione and found Ellen, wineglass in hand, with tales of Turkey. As we chatted about the trip, there was a phone call for Ellen. It was Fiona, Erik and Jarrett. They had a 3-liter bottle of ouzo to share, and would we be up for a little party?

Backpackers all, they had met on the ferry from Turkey to Rhodes. As backpackers do, they gravitated to each other on the ferry and shared their stories — where they'd been, where they were going. Fiona, a 28-year-old Scot from South Africa, was off to Crete to work after traveling for nine months. The guys, Erik, 21, and Jarrett, 20, were both Canucks who had been on the road for seven months and were on their way to Ios, the latest Greek party island.

Midway through my first liter of ouzo with them, I knew they'd be good crew — great attitude and up for anything. They had some sailing experience and said they weren't prone to seasickness. Yes, they said, they would do dishes, haul anchors and drive, assuming they could get the hang of it. I crossed my fingers, thinking our trip might turn out to be more of a vacation and less of an endurance test with willing drivers and dishwashers. They couldn't believe their luck. Nor could I — suddenly, I had crew!

Ellen and I both wanted to go to Santorini, or, in Greek, 'Thira'. However, we were strongly advised by Timo and Nicko-



along the Dodecanese and across the Northern Cyclades to Athens via Naxos. Only then can one travel the mellow, protected passages between islands. And once at Santorini, a single mooring is shared by as many as 12 boats. There are only very deep anchorages and you shouldn't leave your boat.

Thankfully, the GWP shared a secret — Oia, a little-known single mooring tucked into a fisherman's bay a little ways away from the main tourist dock.

When it was obvious their dire warnings hadn't dampened our resolve to visit Santorini, The Moorings boys actually got

In another five minutes, we were at 30 knots and swinging 30 degrees in the gusts.

laus, The Moorings' pink-shirt boys, that Santorini was not the place to sail. Getting there meant two nine-hour passages across the roughest part of the Cyclades — north

excited that we were up for the long haul. They gave us names of family and friends, favorite anchorages and the best courses. They ended the conversation with a com-

— GREECE ON A WHIM



LATITUDE/RICHARD

Santorini. The walk from the boat landing is not for the faint of heart.

plete about-face, assuring us that we wouldn't regret the choice. Santorini, they said, is the most beautiful island in Greece. Eric and Jarrett were just as happy — Ios, the party island, was just north of Santorini.

Over coffee the crew talked menus, and a few hours later we taxied back to the marina with five cartsful of provisions from the local grocery store. Among the booty loaded aboard were several cases of wine, secret birthday stuff for Fiona, backpacks, and yarn for telltales.

I knew I had my work cut out for me. While Ellen started the spaghetti cooking, we broke out a bottle of red wine and started talking about 'Basic Sailing 1A'. But the first lesson came a few minutes later when the boys in pink knocked on the hull.

"Okay, now, where is Mr. Nelson?"

"Ah, excuse me, Timo, I'm the captain," I

said.

A female captain? Yes, it was difficult for them to believe. They scrutinized my resumé

red wine.

Day one of the trip was as fine a first day of sailing as there ever was: 15 knots, clear skies, flat water, dolphins. Everyone got to drive and get a feel for the interaction of the wind and sails. I was impressed. The boys were politely fighting over the helm. I hoped it wouldn't lose its attraction over the next couple of weeks.

Eric Clapton played on the tape deck while we sat in the hot Greek sun naming off the islands around us. Our course took us into the sweet little bay of Pethi on the island of Symi — and to anchorage off a classic Greek village. It started along the shore and went up and over the hills, a monastery claiming the highest point. The GWP told us the bottom was sand and weed, and a good shelter from the *meltemis*, the infamous Greek winds.

About 15 yachts and fishing boats shared the anchorage and a 30-foot pier. We had gone over everyone's anchoring responsibilities the night before: Fiona on the depth sounder, the boys on the bow and everyone looking for a sandy hole in the weeds. They found it, we set the hook and the boys took over their next job: bartenders of our boat, aptly named *Flame 6*. We sipped our rum and Cokes and swam around the boat in the hot sun with Bob Marley on the tape deck.

We all settled into our various jobs on the boat. Ellen had taken on the chief cook position. Fiona picked up as prep cook, chief dishwasher and chief entertainer. The boys were on anchor duty, as well as dinghy captains, prep cooks and bartenders. I got us where we wanted to go. If anyone else has

Jarrett (right) takes the helm on the run from Astipalaia to Santorini.



RONNA NELSON

and ended up taking my ASA Bareboaters License to the port authority. I was apparently their first female captain — with a female mate, no less! They returned in a somewhat less flustered state, with the port authority's okay, my papers and a bottle of

experienced lazy, unmotivated crew on a two-week cruise, you'd understand my massive appreciation of this crew. 'Work hard, play harder' was our motto. Thanks, you guys.

We ended our first day in the sun with gin

BACKPACKERS AT SEA

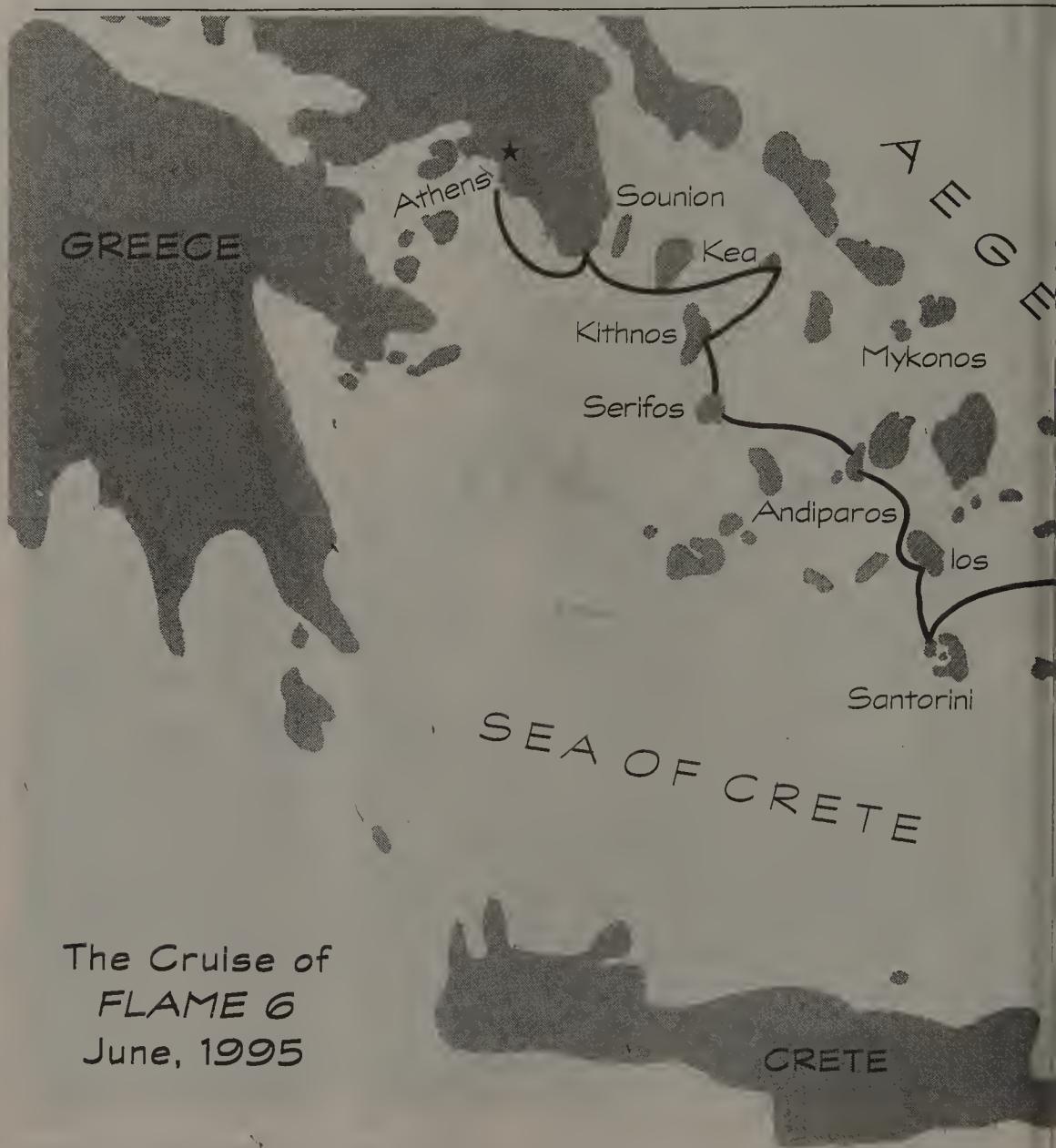
and tonics, Pakistani soul music, Greek salad and grilled chicken. The mellow, glassy water was no indication of the adventurous evening to come.

I had read all about *meltemis*. They can howl for a week or blast through in a day. They can come up fast and blow hard — Force 4 to Force 11. The GWP said they begin in late June or early July and end in late September or early October.

As it was only June 4, I felt pretty safe. By 7 p.m., the dishes were done and we sat marveling at the reflection of the stars on a windless sea. Then, almost before we realized it, it was blowing 12 knots steady. Earlier, Erik dove on the anchor for me. It was set hard in a big sandy patch. So everything was still okay — unless the wind picked up even a tiny bit more. In another five minutes we were at 30 knots and swinging 30 degrees in the gusts.

It was beyond time for a second anchor. The boys pulled the dinghy in and found it semi-inflated. Great. On boats around us, people were screaming at each other through the wind and scrambling around in the dark. If any one of my crew was prone to fear, it certainly would have shown itself then, but my guys were laughing hysterically throughout the whole howling process. Soaking wet, sitting in a semi-swamped dinghy with an anchor in it (the pump was attempted and discarded as being useless in this wind) they yanked the little 4-horsepower outboard to life and crawled forward into the wind.

In Mexico, they're 'pangas'. In Greece, fishing boats are called caiques (kah-ee-kay). This one's anchored off Astipalaia.



The Cruise of FLAME 6 June, 1995

We could hear their laughter downwind. Then their engine died. They were back alongside in seconds, blown nearly past us by the wind. A huge gust heeled the boat and I looked over to see the three boats closest to us all start dragging their anchors. They must have set in the weeds. Amidst much yelling in Italian and German, they drifted from 40 to 100 feet downwind before getting their anchors to dig in. I looked at our on-deck readout. It read 40, 43, 38 — steady. The gust must have been 45 knots.

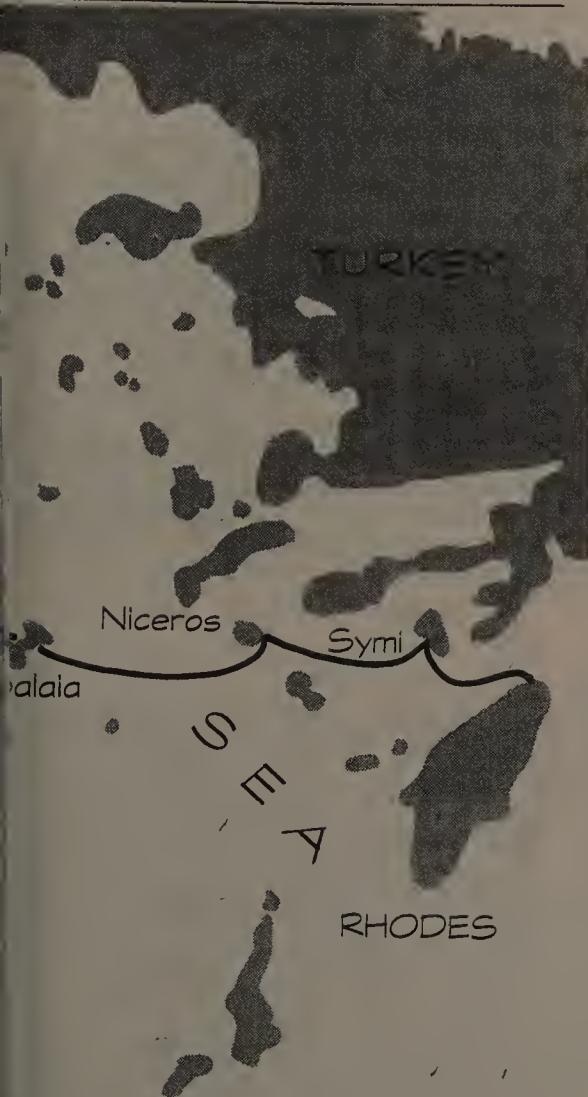
Our primary anchor held tight, but I put Ellen at the helm with the engine on, just in case. I didn't want to motor *Flame 6* forward to set a second hook for fear of messing up my primary. While the boys worked on restarting the outboard, Fiona spotted an 80-ft motorboat also dragging its anchor — and headed straight for us. The wind was so loud the crew of *Stink Pot* couldn't hear us yelling. We finally got their attention as they ghosted by us on the port side. They

screamed to us that they were not dragging, we were. What?! Dragging upwind? Yeah, right. See you later, and watch out for all those other boats dragging upwind toward you.

While *Stink Pot* careened off downwind to terrify other boats, the boys got the engine in the dinghy going again. The wind came down to 26, 28, 25. They crawled forward again with 'the little engine that could'. Fiona spotlighted me with a flashlight so they could see me pointing the way. As they approached the drop zone, *Stink Pot* suddenly barged past, nearly running over the boys in the dinghy while preparing to drop their anchor — on top of ours, of course! Eric and Jarrett dropped our anchor on my signal and screamed what I thought were fair remarks at *Stink Pot* as they came flying back to the boat. The big boat finally motored off without a word.

We all slept up on deck in the warm howling wind, and shared Turkish coffee and

— GREECE ON A WHIM



the primary entertainment for the yachties who are already tied up.

Much to the amusement of the marina, it took us two tries in Niceros. We finally got it done, took our bows and learned our lesson. I'm happy to say that through good teamwork, this was the last time we had to do it twice.

We motivated to shore to check out the little town, whose 'amenities' consisted of an abandoned spa and the local *taverna*. No Zorba here, but the atmosphere of smalltown Greek life pervaded — a strumming guitar, kids and dogs playing in the street, ladies in scarves and black dresses (widows) lined up on front stoops watching the world go by.

We watched the sun set over our little marina from the porch of the *taverna* and played South African drinking games, knowing we didn't have far to go to get home. *Flame 6* looked fine from here. We would see just how fine she was tomorrow. We would be in racing mode then, hoping to cut the usual nine-hour passage to Astipalaia down to a more reasonable time. We prayed for wind.

We woke to Ellen's coffee and light winds. Our German neighbors said hello and in broken English informed us our course was simply insane. I politely informed him

charts with me, the German captain realized that maybe it wasn't so bad after all. He finally admitted this was his seventh Greek charter and he'd never even attempted the passage to Santorini.

We ended up having some of the greatest days of fast, kick-ass sailing I've had in a long time. Erik took the helm from Niceros to Astipalaia while I played the main for him. We had 30-knot winds and five to six-foot seas on a close reach. There wasn't a cloud in the sky. We saw two boats turn back. The usual nine hours was cut to six hours of pure whitewater sailing fun. We motored into the quiet fishing village of Ormos Maltezana on Astipalaia and tied up at the dock. It was time to play.

We decided to organize a barbecue on the beach. The guys and I dinghied around the point in search of wood while the girls got the food out. We noticed clouds moving in and knew something was coming. After setting up some solid spring lines on the boat, we moved to the beach and ate around the fire while we watched the show. Lightning was spitting out of the clouds offshore and heading our way.

It was a loud, bright, electrical display, lighting up the points and spotlighting the sea where it dove in. I was glad we weren't the tallest mast in the bay, the one bobbing around on its single anchor.

Awakened by my alarm at 6:30 a.m., I clicked on my Walkman for the weather report. (The Greek Meteorological Service reports first in Greek and then, at 6:30, in

anchor watches throughout the night. Although we saw 45 on the readout once again that night, our boat didn't move. Others weren't so lucky. We watched the skipper of one 50-foot yacht purposely run aground in the sand portside to the little pier and then tie off. If the anchor wouldn't hold, he must have reasoned, the keel will. He'd sort the rest of it out in the morning.

Our first night... so that was a *meltemi*. Welcome to Greece.

The following days were hot and mellow, with 10 to 15-knot winds and quiet moorings. Our course took us from Symi to Niceros and our first 'Mediterranean Mooring'. In this maneuver, a boat anchors, then backs into the pier and ties off, stern-to. It's a little tricky to learn, especially if there's a crosswind and not that much room to squeeze between the other boats already there. Not to mention that Med-mooring is

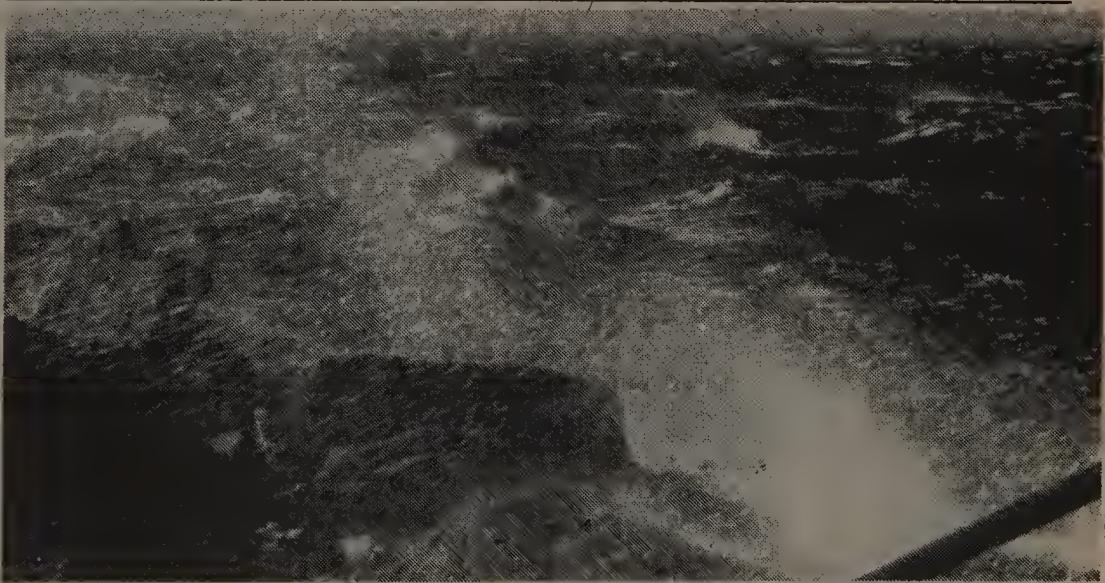
The best place to experience a 'meltemi' is from the safety of shore.

that I might be a 'girl' captain with a snotty-nosed crew in his eyes, but I am from San Francisco: fog, wind, currents, the Slot, the South Tower. This is just wind we're talking about, and we're not even flying a chute.

After an hour wasted poring over the

English on channel 729 KH.) The report was for winds to Beaufort Force 9 — 41 to 47 knots. Another *meltemi*. So much for sailing today.

By 8 a.m., it was blowing about 25 and all the fishermen were ashore folding nets. They were usually gone by then. Through sign language and some English on their part I gathered it was rough out there. All I saw



JOHN RISE

BACKPACKERS AT SEA

outside the point was white water. They told me the wind was blowing 70 knots on the leeward side of the island. We discovered that *meltemis* are good for one thing — in the bright sun and the howling wind, our laundry dried quickly.

The next day, Jarrett took the helm and didn't give it up for seven hours except to pee and eat. Our destination was Santorini. When the island came into view, he was a man with a mission. I wanted that mooring in Oia and when we spotted three Beneteaus (a dreaded flotilla) coming down from Ios, the race was on. If we missed the single mooring, it meant sailing another six hours north to Ios — in the dark, wind on the nose and a beam sea. No thank you!

Our approach was downwind in 15 knots, a tricky scene. The mooring was set about 100 feet from shore. The boys' mooring line was spaghetti. A Beneteau behind me was hoping I'd mess up and he could sneak in behind me. I was being blown down on a fishing boat and had to bolt, nose into the wind. Careening between two fishing boats, we cut off the Beneteau on our return, the boys nabbed the mooring and we enjoyed two calm, gorgeous days wandering the villages of Santorini.

The island is an active volcano. Originally a solid mass 6 miles long and 4 wide, it now sits like a broken doughnut, the center having collapsed in a 1500 BC eruption estimated to be three times larger than Krakatoa. (That latter 1883 eruption is considered the most powerful 'natural' explosion in modern history.) The center now is a 300-meter-deep crater of dark blue sea surrounded by sheer 300-meter cliffs. The



Med-mooring at Ios.

sun in the doorways and the locals sold homemade retsina. We wandered up and down and around the cliffside village, watching the light move over the white walls. Purple bougainvillea draped over blue shutters and wrought-iron gates.

Settled in at a small cafe overlooking the crater of sea, we watched the orange sun set. Our boat below appeared so small from this height. It was a vertigo view of color and light and sea. Santorini is definitely worth what some people would consider a long haul from Rhodes, or even Athens. I was glad I had a crew up for anything.

And now they were up for a good party. Two days later, we motored to Ios in



LATITUDE/RICHARD

villages sit along the tops of these cliffs, white and serene, blue dome roofs of the monasteries painted in here and there.

Two hundred and fifty breathless steps from the wharf, we made it to the narrow cobble streets where cats lounged in the

Though an infrequent destination of sailors, Santorini is a popular stop on the cruise ship circuit.

the hot sun, rolling on a windless sea the whole way. Six hours of REM, Bob Marley, Psychedelic Jazz, Pakistani World Beat and

Eric Clapton at top volume made it all okay. They also primed us for the deceptively quaint little village marina that is now the

IS SANTORINI ATLANTIS?

A couple of references by Plato are what started the modern legend of Atlantis. Yet despite all the hoopla over the years, no traces of any 'powerful island empire west of the Pillars of Hercules' (the Atlantic west of Gibraltar) have ever been found. However, considerable evidence of an advanced bronze-age society has been uncovered on Santorini. Unearthed from under hundreds of feet of volcanic ash beginning in the late 1960s, the murals and pottery of Santorini bear a striking resemblance to those of Minoan Crete.

Scholars still puzzle over the abrupt end of the thriving Minoan culture midway through the second millennium BC, so the leap wasn't long in coming. In the early '70s, archeologists working on the Santorini digs put forth a brazen theory: Santorini was Atlantis.

By putting a slightly different spin on the references made by Plato (and later Homer) — such as suggesting the Pillars of Hercules referred to Corinth, not Gibraltar — they made a good case. The capper, of course, was the eruption of Santorini in 1500 BC. It is still thought by many to be the most powerful volcanic event in the history of mankind. Such an eruption would not only have wiped out any cities on Santorini, but would have caused a tidal wave that swept completely over the island of Crete, literally destroying the Minoan culture overnight.

Whether the theory is ever proven one way or the other, it's an intriguing one.

Med's party central. (Mykonos, the former gathering place, now has curfews and many of the bars are closed.) When the ferries

— GREECE ON A WHIM

arrived and backpackers from all over began to fill the 30-plus bars in the village at the top of the mountain, the place really began to rock.

As it was Fiona's birthday, we had good reason to celebrate. When she left the boat to phone home, we took the time to cover the boat with balloons and start a cake. Well, at least that was the plan. Problems arose when I realized the cake instructions were — literally — all Greek to me. There were many little mysterious packages inside, so winging it was not in the cards. I needed to find an English-speaking Greek to translate, and in a hurry. Directly across the dock was a moped

rental/repair shop. I would like to thank Nickolaus, the only one of four guys who not only admitted he spoke English, but was will-

sweaty dancing bodies share the packed floors. There were free cups of vodka-laced Jello. The 69 Club. Irish bars where you danced on the tables. From what I remember, we lost and found each other numerous times throughout the night, finally locating

"Stop the boat! Stop the @#\$% boat!"

ing to translate — despite the hilarious needling he received from his buddies. Obviously, men in Greece do not make cakes. At least not from a box.

In Ios, the party goes all night long. The main part of town is seemingly all bars. Music is pumped out onto the streets, and

Fiona curled up in the cockpit. Happy 29th, Fee. You won't soon forget this night. Needless to say, when we finally made our escape three days later, we were ready to dry out.

But that doesn't mean the fun stopped. Whenever the 'serious' stuff was over — the navigating, anchoring and boat checks — we were like kids, and each island was a new playground. One stop found us swinging from the main halyard at anchor, at another, we'd dance to UB40 on deck and chow down pizza while the boys kept the gin and tonics fresh. Our first attempt to load all five of us into the dinghy delivered us to yet another small Greek village where we joined the locals dancing in the streets.

My crew had by now graduated Basic Sailing 1A and was well into the intermediate courses. On Erik's next turn at the helm — these guys actually kept track — they urged me to shake the reef out of the main or unfurl the jib all the way, 'so we'd go faster'. When they noticed the speed drop it was back in with the reef. A good workout for me, a great training ground for them.

You play, you pay. All the high living finally caught up with us in Serifos. I know we were there. It's a vague little village that I recognize from my photos. We slept a lot.

Our batteries recharged, Jarrett was on the helm again for a beautiful 25-knot close haul to Ormos Kalona. Sandwiches by Ellen. For six hours we sailed and sailed and sailed through the deep blue sea and then landed in paradise. Gotta love it when that happens.

Ormos features a pure turquoise bay outlined with white sand. Swimming to shore, we explored an abandoned villa on the beach and watched another beautiful sunset, even if the pink in it came from the haze over Athens.

Athens. We were getting too close. We had two more nights aboard and now we were trying not to think about the end.

The next day, the boys decided to use our upwind course to practice fast tacks. Knock yourselves out, guys. Fiona had her day at the helm and we had a ball teasing her until

'Flame 6' at the Oia mooring, Santorini.



RONNA NELSON

BACKPACKERS AT SEA

she got it. Then she wouldn't give it up. Arriving in Ayios Nikolaos, we had a choice of three inlets and decided to hang out with the fishermen. They know what's up, where to anchor and how to stay out of harm's way, be it harm in the form of nasty weather or crazy tourists on boats.

We all watched a flotilla of three German boats as everyone got naked and went completely wild. We gave them lots of room. We know what it's like. We went ashore and enjoyed rather expensive cheap vodka at Manos' Restaurant. Considering the usual local prices we felt ripped off. Maybe it was our attitude. We only had one more night.

We woke to a sea of flat blue glass. It would be a five-hour motor to Sounion, on the mainland. Time to ready the boat. Fee dove off the stern to retrieve the frying pan for the third time this trip. She didn't lose a single piece of dishware doing dishes off the stern — and sometimes getting drenched in the process — but that frying pan was another story.

We had our rap down. Sailboat mode. First up, boil water and make coffee. I plotted our course. Ellen made breakfast. Fiona started the dishes. Erik and Jarrett stacked the captain's stuff (cameras, charts, books) on the nav table, moved the bed pads down from the cabintop, got the dinghy out, took the garbage ashore, pulled up the second anchor and tied up the dinghy. We stocked the cockpit with bottled water and 7-Up and helped Ellen make lunch. We battened the hatches and pulled up the anchor. Our morning life for two weeks — we loved it. Where would we end up today?

It was only our second day of motoring in two weeks. But we were getting kind of crazy with no wind. I mentioned a game — Stuart Skolnik's dinghy surfing. It goes like this: Someone gets into the dinghy — inflatable



LATITUDE/RICHARD

If you're not into aerobic step climbing, Santorini has its own version of the cable car.

only, no engine — which is tied off the stern. He or she tries to stand up in the dinghy while the boat driver attempts to throw the person off balance by careening back and forth.

Jarrett didn't wait for any further instructions, like stopping the boat first, then getting in the dinghy. He just jumped in while *Flame 6* was doing 5 or 6 knots, cracking the back of his head into the hardwood engine mount.

"Stop the boat! Stop the @#\$%!! boat!" He arrived back on board with a 2-inch-wide, half-inch-deep hole in the back of his head. I thought about Greek helicopter pilots. Do they exist? Ice we had, thank God. We traded off holding his head together and told him it didn't look that bad. The blood finally stopped. Kick back and enjoy the ride, Jarrett, you'll be fine. We'll try dinghy surfing next trip.

We arrived in Sounion and Ellen dropped the anchor. The boys left on the dinghy in search of medical help. An interesting little gauze bow and four-stitch Greek patch job adorned Jarrett's head when they returned. They told us about their taxi adventures to the chain-smoking doctor and we dispensed pain pills. He was happy again. Boys will be boys.

We woke to a gray, hazy day. It was our last. A stiff-breeze-on-the-nose motor for five hours was ahead. A fitting end to two weeks of wild debauchery and fast sailing. It was a Bloody Mary morning with no tomato juice or vodka. Get us home, was what their faces said to me.

Fiona collects quotes. She pulled this one out on our last day: "The sadness you feel when something ends is usually a measure of the happiness it gave you." We were all sad.

As the backpacks were thrown down on the dock, the thought struck me: It's their turn. "Okay, you guys. I taught you how to sail. Teach me this budget backpacking thing you all know so well." We bartered for a taxi for two hours. It was just the beginning.

— ronna nelson

Readers — The author is back to "mind-numbing hours at the computer" in Sausalito. She traveled for three months through Greece, Italy, Tunisia, and Morocco with the guidance of the crew of *Flame 6*.



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MAX EBB

"Hey Sailor!" read the pre-printed name tag. Underneath those words were her name, scrawled in red marking pen, and a check in the box next to the words "I'm looking to crew on a racing boat."

I had two immediate thoughts: "Of course she can crew for me!" and "I'll bet it hurts when she tries to peel off that label." It was stuck firmly to her anatomy, very little of which was left to my imagination considering the limited sail area of her dress.

"What kind of boat do you have?" she asked.

I described my not-exactly-state-of-the-art cruiser/racer, which didn't seem to impress her very much.

"We do the whole YRA season, and nearly every Friday night race," I continued. "Plus some special regattas, with big parties at the yacht clubs and overnight raft-ups."

This last item seemed to raise her interest again, and she handed me a business card. The printed phone number had been crossed out and a new one handwritten in its place.

"Give me a call when you need crew," she said. "I'm good — I can do anything!"

And this was before I was even past the coat room. What was going on at this yacht club? And more importantly, why didn't I know about this in advance?

I had been out of the office most of the day meeting with some of my company's clients, and it seemed sensible to wait out rush hour at the nearest yacht club rather than fight with traffic to get over the bridge. Little did I imagine that I'd collide head-on with such an amazing scene.

At the top of the stairs, near the entrance to the main dining room, I found some people who seemed to be in charge sitting behind a table. I pushed through the crowd and asked if dinner was being served tonight.

"No, but there's food inside!" they answered cheerfully as they stamped my hand and gave me my own "Hey Sailor" tag to fill out. They were about to ask for some money, too, when a familiar voice suddenly

her hair, which I took to be a concession to style on some level.

"**W**hat on earth is going on here?" I asked. "I've never seen the place so crowded. And the way everyone's dressed..." I said after another glance around the room. "It looks like a cross between the Hookers' Ball and the Pirates of the Caribbean ride!"

Turns out it was the annual 'crew list party' that I had stumbled into, and Lee was helping to run the event. "I get in free, I get food, and I get to watch the show," she explained. "Besides, I'm looking for a crew spot in the race to Hawaii this summer."

Sure enough, Lee was wearing a "Hi Sailor" tag, too. But hers only said "race to Hawaii" under her name, with no boxes checked.

"Any luck so far?" I asked.

"Nada," she said. "At least, not for Pacific Cup. I mean, like, these guys who evidently can't read my name tag keep asking me if I want to go daysailing — and I've already been invited on two different cruises to Mexico this fall."

My attention was temporarily redirected by a whiff of strong perfume from the direction of three more potential crew, all of them dressed to do serious damage.

"I thought chemical weapons were banned by the Geneva Convention," I remarked.

"They're allowed to use up existing stockpiles," sighed Lee.

Suddenly, one of the three turned and looked straight at me.

"Max!" she hailed as she launched in my direction, almost knocking me over with a friendly bear-hug, followed by a smooch on the cheek that must have left a clear imprint in shocking pink lipstick. "I haven't seen you in years! Still racing the full season?"

I answered the basic questions, but before I could ask her the same, she flitted off again

*"Imagine you're going to be
locked in a bathroom for two weeks with six
or eight people."*

said, "It's okay, he's with me!" and they waved me in. It was Lee Helm, about the last person I'd expect to run into at this club, especially in some official capacity. She was wearing her usual post-race yacht club gear — jeans and a crew shirt — in sharp contrast to the way most of the other women present were dressed. She also had a blue ribbon in

to catch up with her friends.

"Who was that?" asked Lee.

"I don't have the foggiest idea," I confessed. "She must have crewed for me at some point. I'd probably recognize her in a second if she was wearing foulies."

"You do tend to meet a lot of old, ummm, 'acquaintances' at these crew parties," noted



Lee. "And like, it's a fun scene, even if some of the people here send the fluff-o-meter off the scale. Anyway, the real crew party for the skippers and crew who like, really do have sailing as the first item on their agenda was earlier this week, at another club. I got some good leads for the Hawaii race at that one, but nothing definite yet."

"How do you go about searching for a crew spot like that?" I asked. "Do you pass out a resume, or what?"

She was prevented from answering by a young man wearing brand new topsiders and a sticker that said he was looking for crew.

"Interested in crewing?" he asked. "I'm putting together a new crew for my boat for the summer series — here's my card."

I caught a quick glimpse of the card he handed her, which appeared to have a sail-plan drawing of a medium heavy cruiser/racer, about in the mid-40s in length.

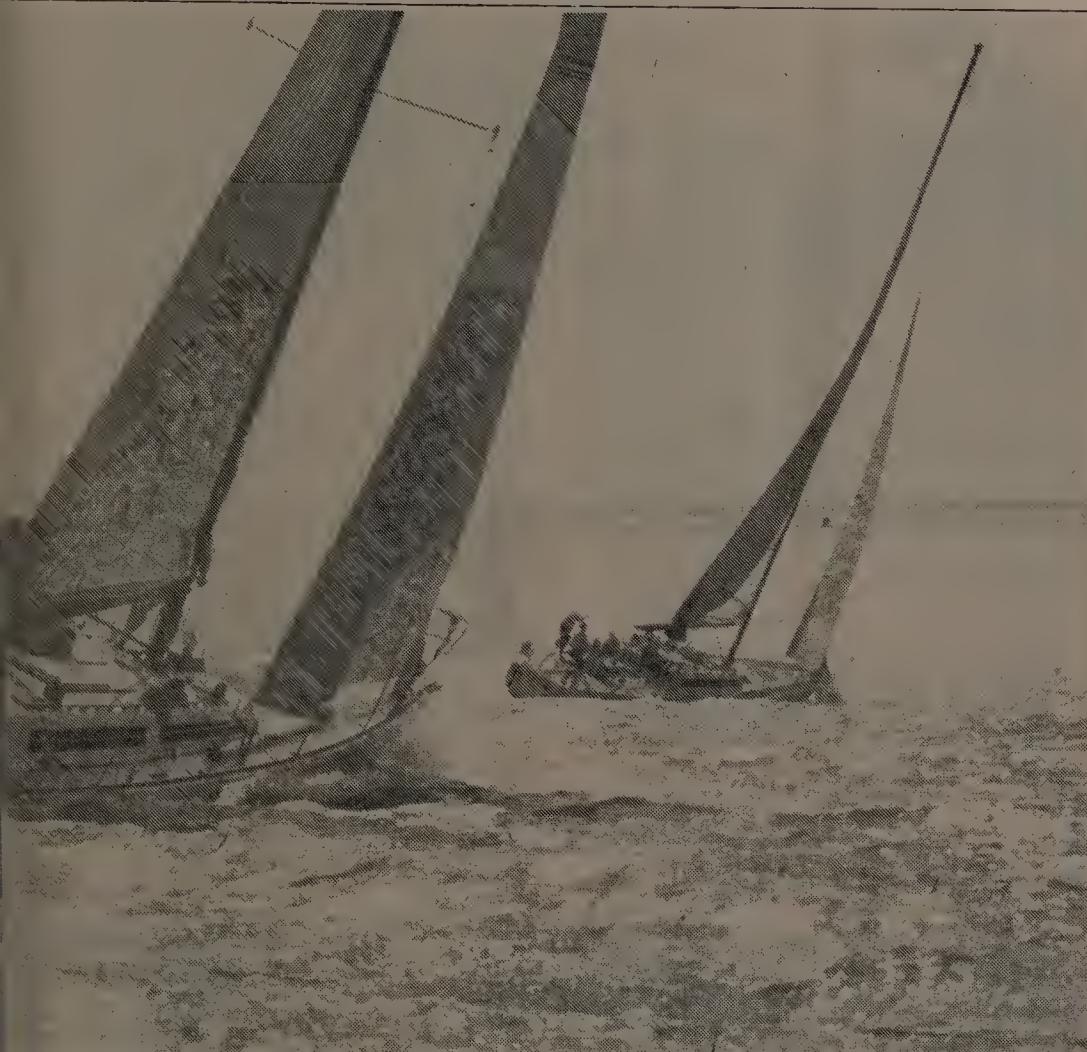
"Are you doing the race to Hawaii?" asked Lee.

"Not this year — maybe next, though."

"They only have it every other year."

"Well, maybe in two years, then."

They sparred with each other for a few



If you want to get on a Pacific Cup boat, the time to be trying is now. This is one of the starts of the '94 'Fun Race to Hawaii'.

more volleys, until Lee was convinced he was clueless, and he was convinced that Lee was a lost cause. But he repeated that he really was planning on sailing in the Hawaii race in two years.

"For sure," said Lee. "Like, I'll call you then and see how the program's going, okay?"

"Okay," he finally agreed. "You got my number!"

"Lee," I said as we watched the new owner move on to greener pastures, "his boat is bigger than his age by at least 10 feet! That should make him a hot prospect around here!"

"You're catching on to how this works," Lee said with a laugh. "For a lot of the people here, it's a total meat market scene. But there are a few legitimate crew deals going down too, if you look. Plus all the crew that hooked up over the phone, from the published crew list, and just came here to party. Me, I'm serious about finding a ride to Hawaii. And like, if that guy was really looking for crew he would have given you a business card, too. I mean, funny how you don't meet his specifications somehow."

We could see him halfway across the room, already talking to another attractive young woman.

"But in all fairness," I said to Lee, "I have to point out that he's not going for those over-rigged dreamboats. You see, even most of us men know that you can't change a vessel's shear line with just paint and canvas!"

We were interrupted again, this time when I received an unexpected jab in the ribs.

"Arrrr!!!" said a loud and raspy voice. "Long time no see, bucko!"

He had the classic cruiser's gray beard, faded blue cut-offs, and bare feet. He lived on a heavy double-ender, a 'crab crusher' as Lee would call it. I didn't think he had anything to do with racing — and I had my

residue on my shirt. And at my suggestion, he set off to see if he could track down the source — but not before spilling some beer with another one of his exaggerated hand gestures.

"One of the better-known dock potatoes of the local waterfront?" asked Lee.

"There's one in every club," I said. "And now I smell like beer and perfume."

"Let's move over to the pu-pu table," suggested Lee. "I mean, at the very least we should be able to download some munchies, even if it's just crackers and cheese."

Before we got there Lee ran into one of her friends, another woman who was also looking for a ride to Hawaii. Her sticker said "Race to Hawaii ONLY!" with the last word underlined in several different colors. Strangely enough, she also had a blue ribbon in her hair.

"Any luck?" Lee asked.

She shook her head. "But there's reason to be optimistic," she said in a very interesting-sounding European accent that I couldn't quite place. "A few people here who have done the race before all tell me the same thing: it's totally impossible to get a place on a boat now, but the week before the race, lots of crew drop out for miscellaneous reasons. So I'm going to plan to go. I'm even going to buy my return ticket now. And we'll see what comes up."

"I've seen that happen," I confirmed. "In fact I've had to turn down last-minute offers on big boats twice now because they came too late for me to arrange for the vacation time from work. So planning for the race now, even though you don't have a slot, might be a good strategy. Very few people on that long list of crew will actually be able to say 'yes' to a last-second offer."

"I made up a resume too," handing a copy to each of us. "Tell me what you think."

We both scanned the one-page document.

"Good to include the names and phone numbers for references," said Lee. "It's not too long, and it doesn't exaggerate your achievements. Credibility, and even, like, modesty are more important than the num-

*"I'm going to plan to go.
I'm even going to buy my return ticket now."*

doubts about his cruising and daysailing activities, too. In fact as far as anyone knew, his boat had barely even been outside the marina in years. We exchanged some small talk until he got a whiff of the perfume

ber of races you've won, or listing every last one of the hot boats you've sailed on."

I like the fact that you list your race

MAX EBB — PARTY ANIMAL

committee involvement," I said. "To me, as a skipper, that speaks more than any of those regatta wins you've listed under 'crewing experience'. One thing about sailing in the ocean, on a long race, is that everybody necessarily feels like they're carrying far

just full of bragging about racing success, like you say. But some of the things that catch my eye are stuff like 'expert at winch over-haul' and 'can recite every Monty Python skit ever broadcast'. These are the kinds of things that impress me. It's also nice to see an

sorship. Anybody know what that was all about?"

"What rock have you been hiding under, Max?" said Lee. "It's the protest against the so-called Computer Decency Amendment to the telecommunications bill that was signed in early February. Truly a dark, dark day in cyberspace."

"But I thought it was all about protecting children from pornography," I said.

What I got in response to that comment was the face-to-face equivalent of an online flame-fest. I learned — and learned quickly — that the CDA was the most blatant attack ever on the First Amendment in recorded history, that if it was ever enforced it would hardly change access to pornography at all, and would instead force adults to communicate on a level that was only fit for children. The worst provision in the amendment, however, was that it made the internet service providers themselves — not just with the people responsible for the content — liable for all the 'indecent' material transmitted over their systems.

"Think of the implications," explained Lee. "Because of the penalties that can be imposed against the internet service providers if something is found to be 'indecent', it means that *all* electronic communications have to be monitored. By all rights the ISPs should be classified as common carriers — like the telcos or the postal service — and should never be asked to monitor content. As soon as they're forced to check content, regardless of what sort of content they're looking for this time around, free uncensored speech on the net goes out the window."

"That's what the blacked-out web pages were about," said Lee's friend. "And that's what the blue ribbons are for. They're a sign of protest against the CDA. Here, I have an extra one — put it in your hair!"

Not only was there amazing agreement that the CDA was "brain-dead legislation on arrival," but people were so fired up about it that they'd stand around talking about the CDA and the net instead of sailing. I hadn't seen anything like it since the '60s. But at least I picked up a tip on a 'very cool' new URL to check out from Lee, in the midst of the thrash: <http://sfbay7.wr.usgs.gov/~jonathan/wind.html>. It purports to show a 'real-time' wind field chart of the Bay, updated every hour on a 2 kilometer grid.

And so I came home late, smelling of perfume and beer, a trace of lipstick on my cheek, and a blue ribbon in my hair.

Just another late night at the office.

— max ebb

"I thought chemical weapons had been banned."

more than their share of the load. So it's important to see that people have a record of making contributions back to the sport. It's an indication, in the absence of anything better, that they're willing to put in more than they can see coming out, if you follow me."

"For sure," said Lee. "But I think of it this way: Imagine that you're going to be locked in a bathroom for two weeks with six or eight people. How would you select them? Would you ever want to talk to them again when you were finally let out?"

"That describes my last race to Mexico perfectly!" said another boat owner who had moved in to get a look at the resume.

"Point is," continued Lee, "the most important part of the sailing resume isn't really about sailing. It's whatever part that gives the skipper a sense of, like, what kind of person you are, and how you'd make a good contribution to the crew. But like, that's also why sailing resumes don't work very well. I'd insist on knowing someone personally before spending two weeks locked in that bathroom with them — and even the most brilliant resume in the universe wouldn't really change that."

"Unless it was two days before your start, a crew had dropped out, and you didn't have any choice but to look in the crew pool!" I added.

Meanwhile Lee's friend handed another copy of the document to the boat owner, who we learned had taken his boat on several Mexican races.

"Better to have a good resume than a dull one," he said. "It also makes your intentions perfectly clear, like, for example, a woman crew who doesn't want to get stuck being the cook."

"This one is a case in point," I said. "I really like the way it says 'Does not cook, but washes up with gusto', which is a good way to say 'I won't sail as cook, but I'll do my share of the dirty work and then some'."

"I agree," he said. "And I've been collecting resumes all evening. Mostly they're

advanced degree, which is a reasonable indication that there's something going on between the ears — although not always!"

Another thing you should do," Lee said to her friend, "is put the resume up on your web page. There's a nice web site for this race, with some of the boats on the entry list linked to their own pages, and lots of other stuff. It's at <http://www.well.com/~pk/PC.html>, and if you email the race organ-

SAILING RESUME TIPS AND SUGGESTIONS

- 1) Short list of major achievements and highlights.
- 2) No exaggerations — don't try to make minor events seem more important than they really are.
- 3) Provide easy-to-check references (phone numbers and email of skippers).
- 4) Include race committee or other sailing-related volunteer/administrative work — show that you've made a contribution to the sport.
- 5) Include at least a few items that convey a glimpse into your personality and/or sense of humor.
- 6) List other skills that might be valuable: medical training, radio licenses, languages.

izers they'll put in a link from the crew list page to your sailing resume, and like, from there they can see all your other pages and get a pretty good idea of what you're about. It's an awesomely powerful tool to use for making this kind of information available."

"I tried to get to that site a couple of weeks ago," I said, "but my screen went black and all I saw was some message about cen-

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With reports this month on *Chartering in the Pacific Northwest and Maine*, a sixtieth anniversary look at *An Old-Time Charter Pioneer, memories of a 'Windjammer Cruise'*, highlights of a cruise through *Desolation Sound* and miscellaneous *Charter Notes*.

The Case for Summer Sailing in Northern Latitudes

Sunshine. Hot, blistering sunshine . . . and white, sandy beaches.

That's what most fog-bound Bay Area sailors dream of when choosing a charter vacation destination. Why? Probably because a preponderance of glossy brochures, movies and novels have brainwashed us all into equating romance and high adventure with lush tropical islands. True, sailing among idyllic palm-fringed isles can be glorious. But that's not to say you can't find incredible sailing venues in more temperate latitudes — the Pacific Northwest and the coast of Maine are two prime examples.

Yes, the water's cooler and the tan you bring home may not be quite as dark, but few places on earth can boast more beautiful surroundings.

Both areas offer sheltered waters with short sailing distances between anchorages, and both feature an abundance of wildlife for viewing and rich seafood for feasting — principally salmon in the Northwest and lobster in Maine. Traveling to either area involves relatively inexpensive airfare (compared to overseas travel) and in both regions the locals tend to be low-key, friendly and, of course, English-speaking — albeit with notable colloquial quirkiness in 'Downeast' Maine.

Apart from these similarities, however, each region has its own distinctive charms and attractions. In the Penobscot Bay area

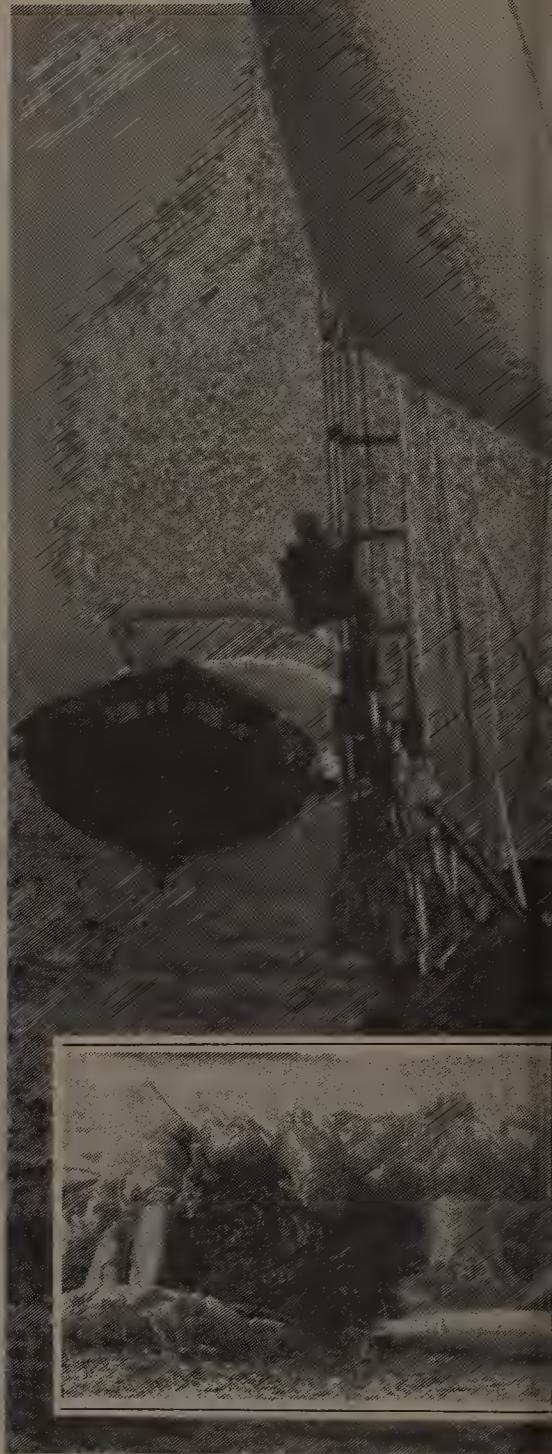
— Maine's principal cruising grounds — the shores are punctuated by classic New England cottages and mansions, some of which date back to colonial times. With a salty maritime heritage that pre-dates the American Revolution, the legacy of robust lobstermen and whalers is evident just about everywhere, from ageless wharfs and warehouses to cozy pubs and restaurants decked out with nautical flair. Vintage trading schooners, which these days have swapped their cargos for passengers, are a mainstay of these waterways that add enormously to the historic flavor of the region. (See accompanying article.)

By contrast, the waterways of the Pacific Northwest are much less developed ashore, particularly as you head north, away from popular anchorages of the San Juan Islands such as Friday Harbor. And while you're likely to see harbor seals and seabirds on a sail around Penobscot, the waters of the Northwest take the prize for diversity. Great bald eagles, dolphins and pods of killer whales make their homes here, and in outlying wilderness areas, bears and other terrestrial wildlife are common sights. The islands of both areas are green, lush and hilly, but along the British Columbian coast spectacular glacier-carved fiords rimmed by towering peaks provide an unmatched backdrop for gunkholing.

Both the (American) San Juan and (Canadian) Gulf Islands have a variety of small harbors with restaurants and marine services. Some even have a bit of nightlife (not to mention the urban sophistication of Victoria, B.C. the grand port city of Vancouver Island). But for many, the allure of sailing here is the promise of serene little bays unspoiled by the works of man. The pristine anchorages of several national parks provide such refuge, as do unspoiled coastal inlets like Desolation Sound. (See following article.)

We'll leave it to you to decide which area suits your style. For our money, either would make a spectacular sailing vacation. In either case, though, you'd be wise to make your bareboat or crewed yacht reservations now in order to secure your optimum dates. And

ISAAC H. EVANS



don't worry about that tropical sun. It'll still be blazing when it's time for your next trip.

— latitude/aet

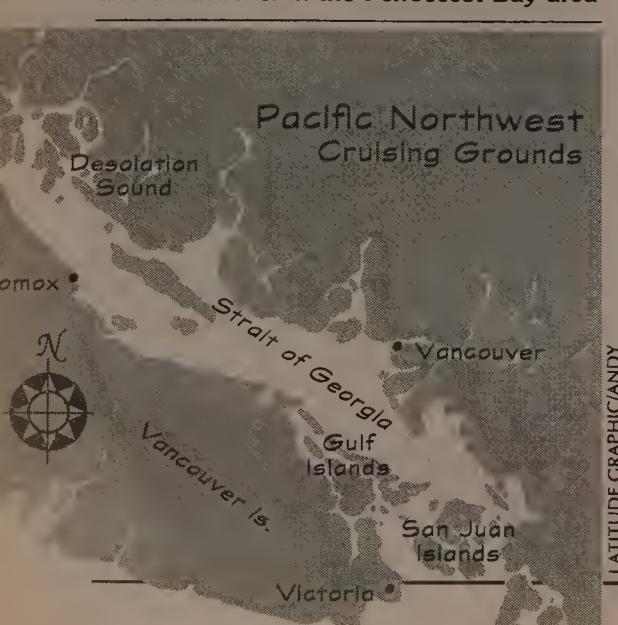
Pioneering a Chartering Niche During the Worst of Times

In 1936 the Great Depression was raging and the economic forecast for coming years was decidedly bleak. In the cities, millions of unemployed workers stood in breadlines to feed their families, and in rural areas like the coast of Maine, folks did whatever they could to get by. While many lost all hope during those challenging times, others — who possessed an unshakable entrepreneurial spirit — sometimes found opportunities where there appeared to be none.

One such visionary was Captain Frank Swift, who pioneered the practice of 'windjammer sailing' along the coast of Maine — a vacation option which celebrates its 60th anniversary this year.

Swift began cultivating fantasies of ad-

Pacific Northwest Cruising Grounds



OF CHARTERING



SCHOONER NATHANIEL BOWDITCH



BOB HULL

Spread: The 108-foot gaff-tops'l schooner, 'Nathaniel Bowditch' has been gracing Maine's waterways since the 20s. Insets: Pulling lines is part of the fun — as is feasting on lobster!

venturing under sail during his early childhood, after discovering an old sea chest full of nautical mementos in his grandma's attic. The chest had belonged to his great uncle, who'd been a harpooner on a 1840s whaling ship. As a teen, young Swift acted on his dreams, enrolling as a cadet on the New York State school ship *Newport*. By age 20 he'd become an able-bodied seaman on a merchant ship which sailed on a circuit to the Far East.

In 1935 Swift (age 33) and his young wife moved to Maine where he forged an innovative plan to convert a local cargo schooner to carry passengers on weekly cruises through Maine's spectacular coastal waters. At the time, the rapid encroachment of fast, efficient steamers into the local shipping trade had sounded the death knell

for the Northeast's graceful coasting schooners. Compared to the thousands of such vessels that had skirted the Eastern Seaboard a few decades earlier, there were less than 100 still operating by the middle of the depression; those that couldn't be converted to another purpose were often simply left to rot. So finding a ship was easy for Swift. Finding passengers during those bleak depression years, however, was another matter. Only wealthy urbanites — dubbed 'rusticators' — could afford to vacation in Maine.

On his first week-long 'cruise' aboard a rented 54-footer, Captain Swift had only three passengers, and on the second scheduled departure date there were no guests at all. Nevertheless, he persisted, incorporating many classic vessels into his fleet over the years. Captain Frank Swift is long gone now, but, thankfully, his dream is

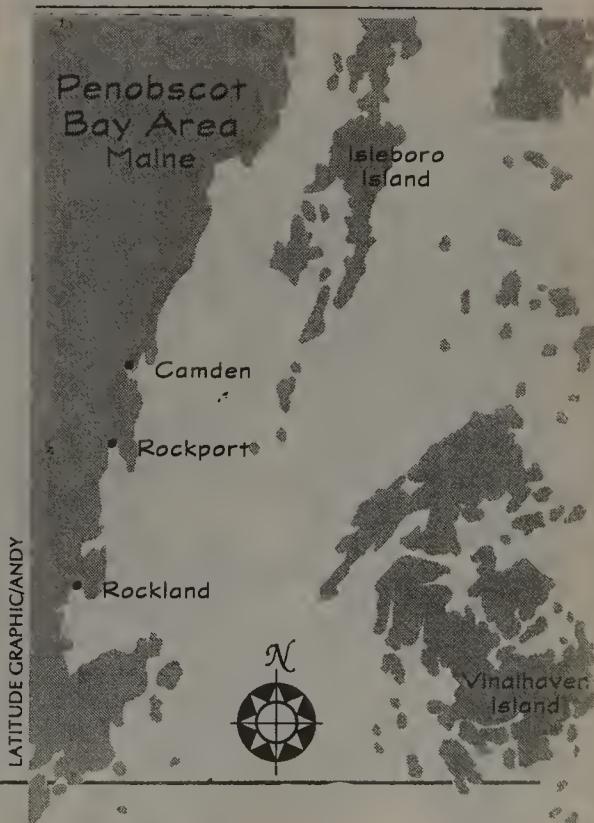
alive and well. Today, the towering varnished masts and billowing sails of traditional schooners are an integral part of every coastal panorama in 'Mid-Coast' Maine. And those who don't book early may not find a berth during the short summer season.

As the accompanying first-hand report reflects, a week aboard connects sailors (and non-sailors) of all ages with the hallowed traditions of marlinspike seamanship, while exposing them to one of the most picture-perfect sailing areas of the world. Accommodations are simple, but meals are robust and genuine camaraderie a natural by-product. And while Swift's first cruise cost \$25 per person per week, including meals — no doubt big money during the 30s — such trips today are considered one of the best bargains in the charter industry — especially when you consider the Down East lobster feast that's included!

In the greater scheme of maritime lore, Captain Frank Swift may be a little-known player, but the success of his offbeat vision should stand as an inspiration to every salty dreamer. We salute his memory on the 60th anniversary of what must have seemed at the time to be an incredibly risky and foolhardy endeavor. Our kinda guy!

For more info call the Maine Windjammer Association at (800) 807-WIND or the North End Shipyard Schooners at (800) 648-4544.

— latitude/aet



LATITUDE GRAPHIC/ANDY

Downeast 'Schoonering': Fair Winds and Big Lobster

In the past, my friend Frank Dutra and I have sailed the Bowron Lakes circuit, cruised the San Juans and chartered for two weeks in Alaska. This year, though, we signed on to a traditional coasting schooner for a week's tour of Penobscot Bay, Maine. (Our wives don't share our enthusiasm for sea adventures, but unselfishly gave us their blessings.)

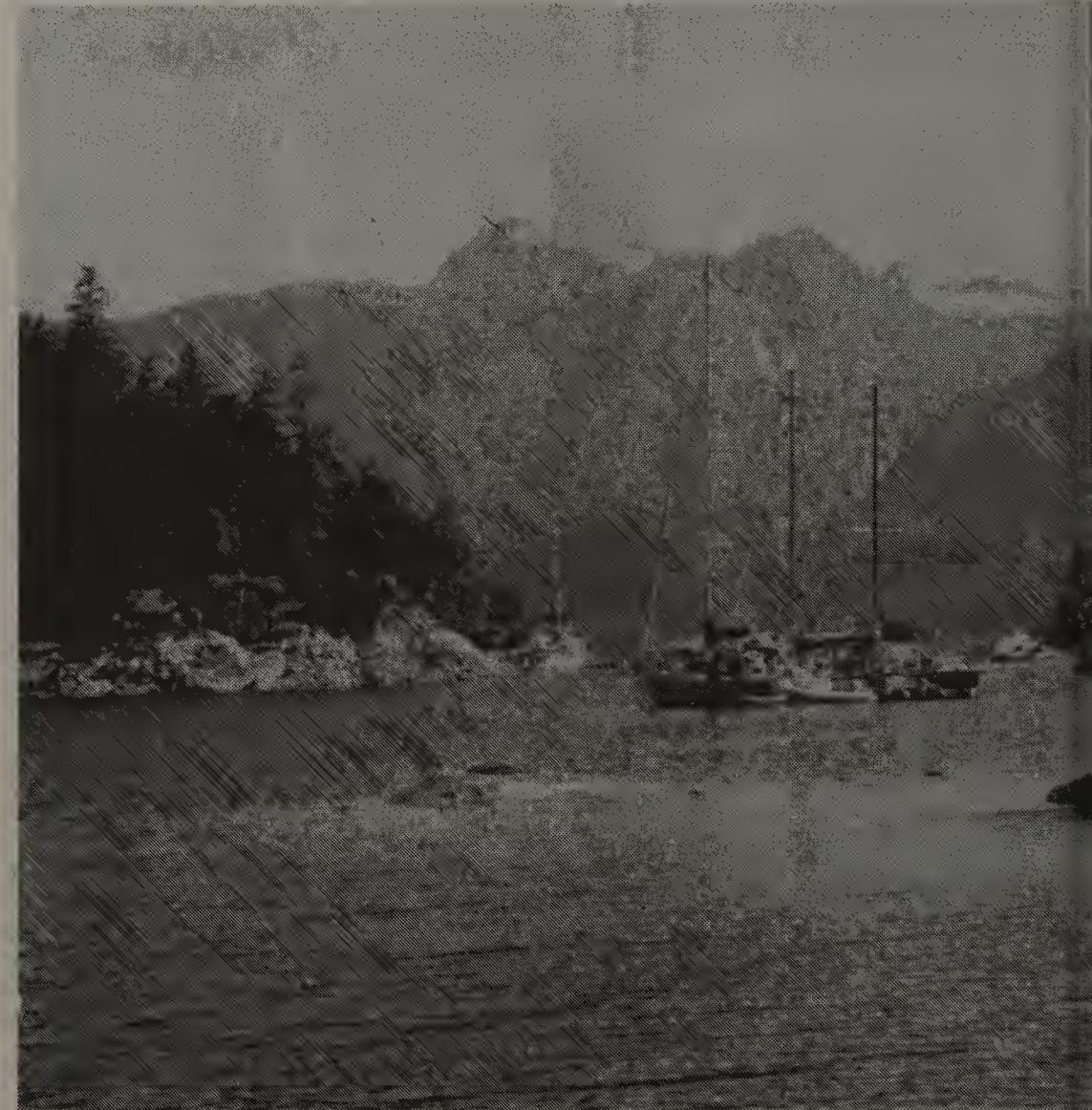
More than a dozen such sailing ships ply these waters from June to October each year. Some are old, having been converted from their original cargo missions, and at least one is new — *The Heritage*, built in 1984 especially for passenger service.

She carries 33 passengers and a crew of seven. This is not a luxury cruise — there is no pampering — and helping with sail handling and galley chores is welcomed (although not mandatory).

The schooner fleet is based in and around Rockland and Camden, Maine, lying a good distance from major eastern cities. We chose to fly into Boston, then rented a car for the week. This proved to be a real bonus, as we had an extra day at each end of the sail for sightseeing. Some of the area's highlights which can be easily seen when traveling by car are Boston itself (Harvard, Old Ironsides, etc.), Marblehead and other quaint New England towns, the Owl's Head Transportation Museum with all kinds of funky old machines and the Farnsworth Museum which features the works of Andrew & N. C. Wyeth in 'downtown' Rockland.

Of the 33 passengers on *The Heritage*,

If you love oysters, you'll love the inlets of the Pacific Northwest. These tasty shellfish are free for the taking and salmon is abundant.



eight were from the S.F. Bay Area, while others came from all over the U.S.

Accommodations aboard are 'cozy' but adequate, and our rental car ended up serving as a depository for suitcases of those who neglected to pack in soft luggage. The food was unbelievable — no hard tack and water on this boat! Breakfast and dinner were served in the galley, while buffet lunch was laid out on deck. All food, including fresh fruit pies and bread, is prepared on the galley's wood burning stove.

The coast of Maine is similar to the San Juans in that land is always in sight, but differs as most of the islands and coastal areas are inhabited. There are many villages and harbors to explore; classic homes and beautiful old mansions are perched above the water's edge. Boats of all types can be found cruising here.

A typical day on a coasting schooner consists of breakfast at 8:00, then setting sail — which requires a group effort. Breezing along at 10 knots, you enjoy the peaceful scenery and wildlife, listening to the bow wave. After having lunch (underway), the afternoon is spent sailing onward, rowing

Idyllic Prideaux Haven is one of the 'busiest' anchorages in the area. But fear not, there are plenty of other spots to find solitude.

one of the ship's skiffs or going ashore to 'explore' or visit a town. One highlight of our trip was our stop at the 'Wooden Boat Harbor' in Brooklin and Castine.

One evening during the week the captain arranges the purchase of fresh lobster — in our case, 90 lbs. of it. Anchoring in a cove, all passengers and the fixings are put ashore for a lobster bake on the beach — not a normal California experience. Other nights, after dinner in the galley, there's story telling, lies, small talk, games and a relaxing drink or two.

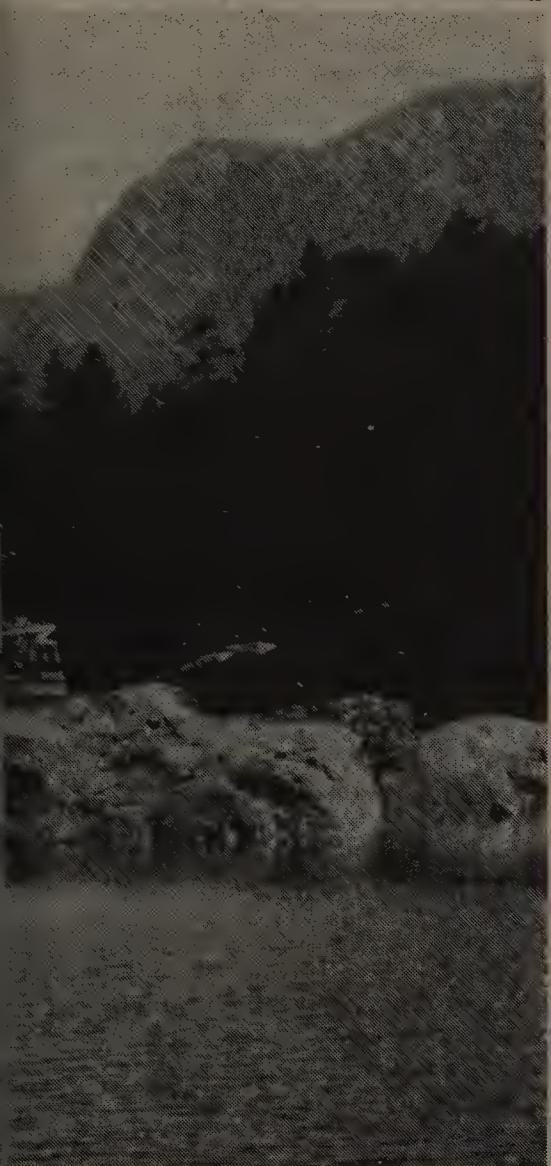
The usual schedule is to board the ship Sunday after 6 p.m. After an evening of orientation and settling in, the ship departs Monday after breakfast and returns Saturday before lunch.

Some folks return year after year to sail aboard the schooners, and since there's no fixed itinerary, each experience is similar but different. The Chamber of Commerce sent



ROBERT SMITHSON

OF CHARTERING



ROBERT SMITHSON

me a bunch of brochures, from which we selected *The Heritage*. We made reservations in January for the last two spots available, which were in September!

I highly recommend a schooner trip to all. It's an opportunity to absorb a touch of history while experiencing traditional seamanship techniques. And these waters must certainly be one of the most beautiful areas in the country, if not the world.

— bob hull
san leandro

Desolation Sound: Getting Back to Nature

If you're considering chartering in the Pacific Northwest, Desolation Sound is a must. It's a great getaway which is less crowded than the San Juans, has more remote coves and anchorages and has a great abundance of sea life.

In the summer there's usually enough wind to sail for several hours each day. Some of the channels are quite narrow, which can either lead to upwind legs with

lots of tacking or exhilarating runs and reaches off the wind.

My wife, daughter, son-in-law and I hired a Jeanneau 32 for a week from Desolation Sound Yacht Charters, located at Comox (on Vancouver Island), just across the channel from the mouth of the Sound. The boat was immaculate and the check-out was accomplished in short order. We arrived a day early and stayed aboard in the marina for a small extra charge. Charts on the boat were adequate as was the navigation equipment. Prospective charterers will find a handheld GPS and binoculars invaluable because the buoys in the area are small and can be hard to find.

Comox is the ideal place to leave for Desolation Sound. It's closer by a day than Vancouver and doesn't have the extreme currents found around Campbell River. There are relatively few protected anchorages and in summer they can become crowded. Anchoring and tying up stern-to to a tree on shore is quite common. You do have to be careful, though since the tidal range is 15-17'.

There are only a few places to obtain fuel and fresh water, but these usually lie within a couple of hours of cruising. One of the 'don't miss' places is the Almost Outrageous Bakery in Squirrel Cove, on Cortes Island — a popular anchorage. You row over to the bakery (which is on a float), put in your order, then come back the next morning to pick up your hot-out-of-the-oven goodies. The cinnamon rolls are the best!.

If you're thinking about sailing in this

area, pick up *Cruising Guide to British Columbia, Volume 2, Desolation Sound* by Bill Wolferstan. It's the trip guide provided by Desolation Sound Yacht Charters and is a great resource for advance planning.

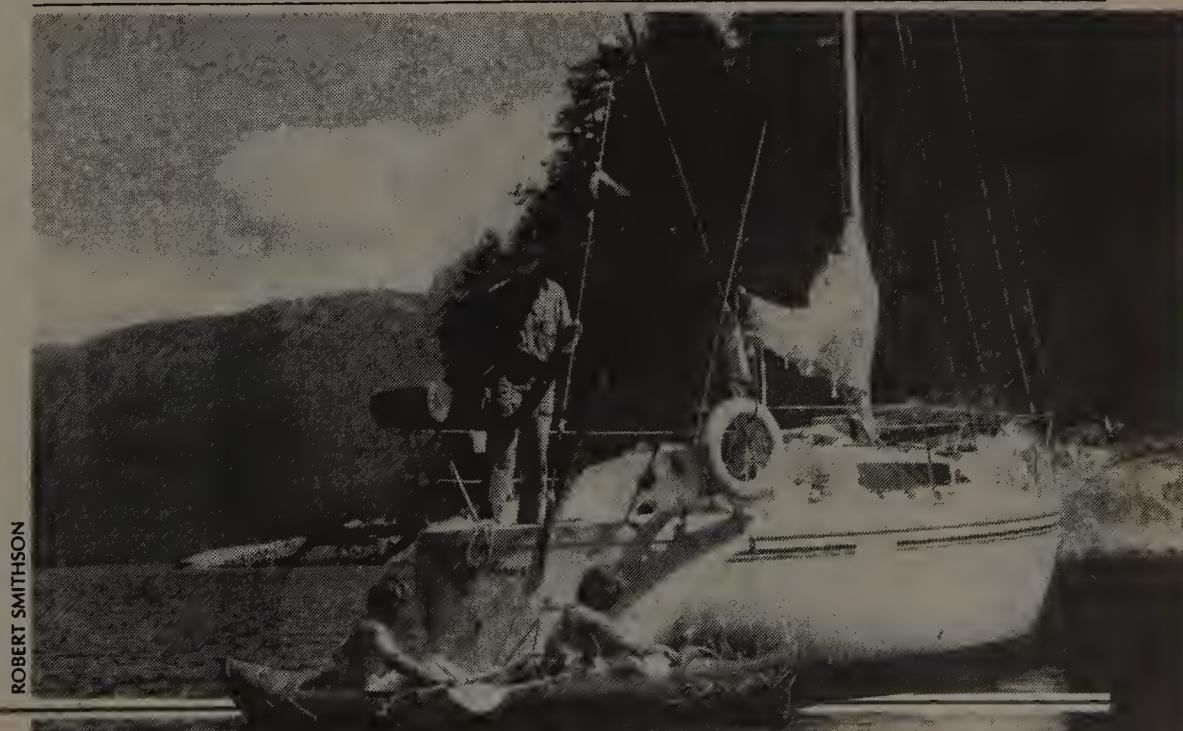
— robert smithson
bend, or

Charter Notes

What else is up on the charter scene? March and April are a time of transition in many key sailing areas of the world. The fabled isles of the **South Pacific** are drying out at the end of their rainy season, the **Med** and **Aegean** are starting to warm up in anticipation of their sun-baked summer seasons and northerly cruising grounds like the **Great Lakes**, **New England** and the **Pacific Northwest** are beginning to thaw out with the promise of warm, breezy days ahead.

But while the prime sailing seasons in these places may not peak for another couple of months, right now is the time to reserve your boat for spring or summer sailing. Most American travelers have been spoiled by the easy availability of rental cars and hotel rooms on short notice. But in the yacht chartering industry — especially overseas — it ain't quite that easy. In order to secure a good boat (meaning the 'ideal' boat for your purposes) you really do need to make a commitment four to six months in advance. Trust us. We're not making this up.

Life is lazy and peaceful in the fjords of Desolation Sound. Water temperatures here can get up in the 70s — honest!



ROBERT SMITHSON

WORLD OF CHARTERING



COURTESY OCSC

In recent years, many bareboat operators have added sleek **catamarans** to their fleets, and many a monohull sailor has pipe-dreamed about sampling one, only to be disappointed when they realize they've waited too late to book. Take note that most multihulls become solidly booked many months in advance — even in the 'off seasons'.

Couples, who simply want a nice little 30-footer to poke around in by themselves, are

Grinding is a pleasure when you're charging through French Polynesia aboard the ex-Whitbread champ, 'Alaska Eagle'.

often shocked to note that even large bareboat fleets stock relatively few two-passenger boats in their fleets. (There's more profit in the larger boats, as well as more demand.) So again, it pays to reserve early.

In the Caribbean and the Med there always seem to be crewed yachts available, but savvy brokers fill the calendars of the

best charter crews many months in advance. In off-the-beaten-track charter destinations there tend to be very few permanent, reliable crewed yachts, so booking early is especially important. Our advice is to take a deep breath, pick your optimum dates and destination, and make a commitment — now. You can thank us for the prodding when you get back home.

Last-minute availability in the realm of offshore sail training is not something you can bank on either. And besides, gearing up for any special trip — both mentally and physically — is half the fun. One top offshore program to note this spring is the imminent departure of the **Alaska Eagle** for the South Pacific. We're told it's still not too late to grab a berth on this 65-foot ex-Whitbread Round the World Race winner as she leap-frogs across the Pacific to Kiwiland in eight legs. Administered by Orange Coast College Sailing Center — where everybody seems to wear a perennial smile and a perfect tan — the *Eagle's* programs, and those of her associate vessel, **Volcano** are among the best in the country.

Look for more on sailing opportunities for individuals in coming issues. Happy sailing!

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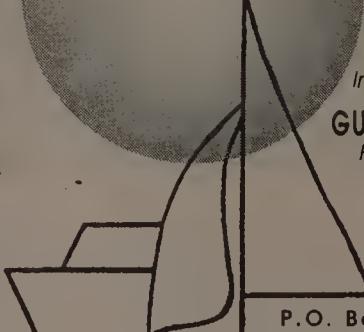
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CUBA

Tropical, Unspoiled, Communist

Latitude 38 is planning to take *Big O* to Cuba from May 26 to June 10 for journalistic and humanitarian purposes. As such, it may be possible to have the visit approved by the United States government.

If we can't get approval, we're going anyway. It's not illegal to travel to Cuba, although paying for transportation to Cuba and/or spending money while in Cuba is considered "Trading With the Enemy" — and is against the law.

Our plan is to leave for the south coast of Cuba from Jamaica, cruise the unspoiled southern coast of Cuba, then head to either Isla Mujeres, Mexico or Key West, Florida. We don't necessarily plan on stopping at Havana.

Only the most adventurous people will be considered for this trip, meaning you can't complain if you find yourself fined or arrested by the U.S. and/or Cuban governments — although the latter has the welcome mat out for all foreign visitors.

The cost of the trip is \$2,000 per person, but does not include transportation to and from Jamaica and Isla Mujeres or Key West. The price would include food and beverages — as well as the possibility of being seasick, miserable, shipwrecked and other nautical fun. As stated above, we can only charge for the trip if it gets approved by the U.S. government. If it doesn't get approved, we can't charge.

Persons with strong political feelings regarding Cuban-American relations need not apply. We're going to Cuba to meet people on a person-to-person basis. *Big O* always sails with a mixed crew, so women are encouraged to apply.

If you have the money, and if you have a burning desire to see Cuba before it becomes another resort, call Richard at (415) 383-8200 Ext 111. If you're not sure if you want to go and/or have a million questions, please don't call.

— Thanks.

— **BiG O** —

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Did you know that Bermuda shorts were named after a tranquil, well-scubbed little island that lies 650 miles off the New England coast, and is kept warm year-round by the Gulf Stream? True story. But that's not why we're taking *Big O* there this June. We're not *that* silly.

We have a purpose! That is, to race there in the fourth annual of the West Marine Cruising Rally from Hampton, Virginia June 24 — a serious offshore passage, but bound to be

fun. We'll tie up with the fleet at the famous St. George's Dinghy & Sports Club, then spend some time cruising this proper British isle, with time for snorkeling, hiking and getting to know the local customs.

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— **BiG O** —

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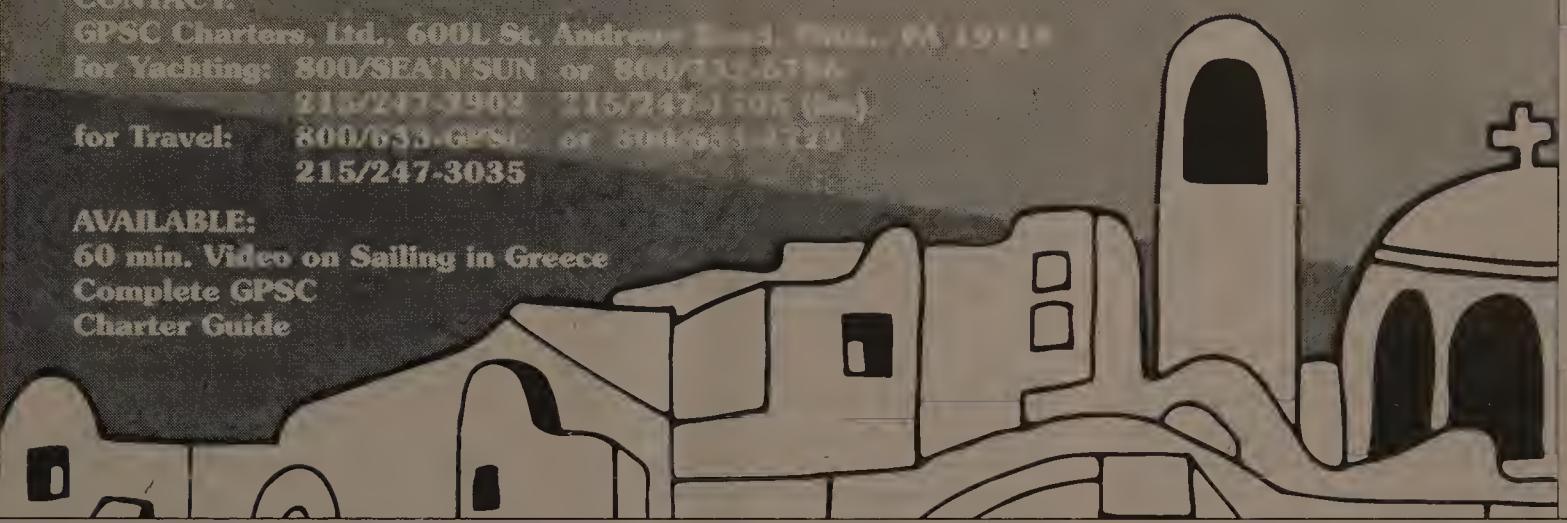
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THE RACING

With reports this month on the **Rolex Yachtspeople of the Year**, five different **midwinter races**, a picture essay on **spinnaker mishandling**, a report on the inaugural **San Diego to Mazatlan Race**, and the usual clump of **race notes** at the end.

Rolex Winners

Ed Baird and Cory Sertl were recently elected 1995 Rolex Yachtsman and Yachtswoman of the Year, the most prestigious annual sailing honors in this country. The awards are emblematic of on-the-water achievement in the year just past, and were selected by a panel of 13 'noted' sailing journalists from a list based on popular vote by the US Sailing membership. This year, more than ever before, both the nominees and the panel of nautical scribes had an obvious East Coast slant — in fact, we had the dubious distinction of being the only panelist from west of the Mississippi!

Baird, 37, of St. Petersburg, Florida, has

ring partner, among other duties) and winning three level-one match racing events. In that process, Ed ascended to the #1 position on the Omega World Match Racing circuit, the first time an American has achieved this lofty throne.

A past Laser, J/24 and Soling champion, Baird will no doubt be in great demand when the next America's Cup is contested in Auckland in the year 2000. In the meantime, Ed is busy with his recently launched Soling campaign (with crewmates Tony Rey and Ron Rosenberg), as well as his duties as a Brut Cup team member and spokesman. Off the water, Baird and his wife Lisa just celebrated the birth of their second son. "Winning the Rolex Yachtsman of the Year is a great honor for me and my crew," claimed Ed. "Philosophically, I think it represents a lot of hard work over the years, putting



COURTESY MEDIA PRO

Masters of the sailing universe: Ed Baird and Cory Sertl were the 35th winners of the annual Rolex Yachtsman and Yachtswoman awards.

been a perennial nominee for the Rolex award — so his was a particularly gratifying and overdue win. Highlights of his '95 sailing accomplishments included coaching Team New Zealand to a resounding win in the America's Cup (he was Russell Coutts' spar-

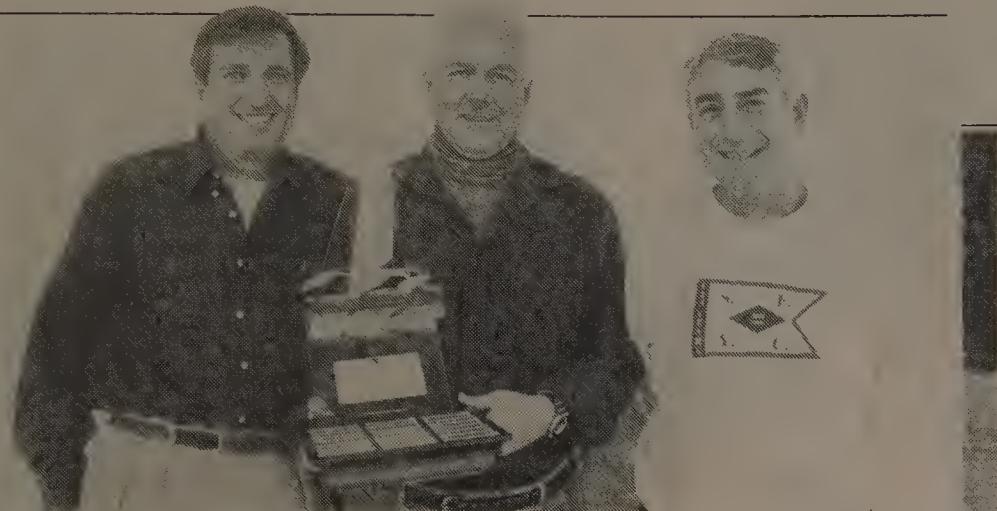
yourself in the most difficult racing situations and succeeding."

Baird's closest competitor in the voting was apparently San Diego-based Star and Melgi champion Mark Reynolds, who also enjoyed a terrific year. Other nominees, in

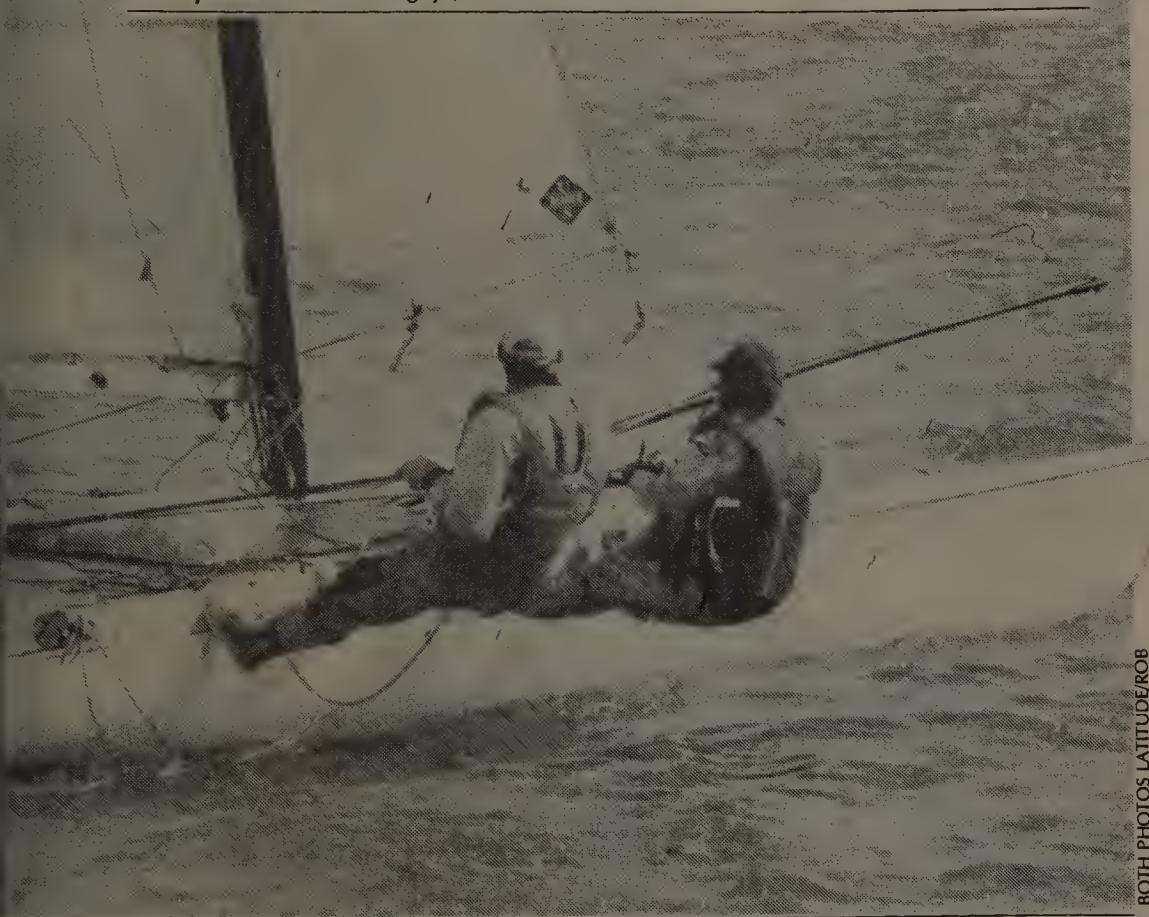


alphabetical order, were Dave Dellenbaugh, Steve Fossett, Terry Hutchinson, Steve Pettingill, Brian Taboada and John White.

Cory Sertl, a 36-year-old real estate manager from Rochester, New York, topped a field which included her friend and former skipper, four-time Rolex winner Betsy Allison, and six others: Nancy Haberland, Kim Logan, Susie Pegel, Melissa Purdy, Dawn Riley and Jody Swanson. While Sertl was runner-up to Allison in the all-important Rolex International Women's Keelboat Championship, she sailed a lot more than Betsy did last year — including taking Allison's berth at the St. Francis YC-hosted Nations Cup (she came in second to Australian Sue Walters) and a 10th place finish (out of 80 boats) in the J/24 Worlds in her home waters. Cory was particularly



'Spur of the Moment' guys, from left: Kirk Smith, Bill Moore and Glenn Isaacson.



BOTH PHOTOS LATITUDE/ROB

Cleaning up with the White Tornado: Bill and Marie Erkelens rode 'E-2' to straight bullets in the Corinthian Midwinters.

proud of the latter achievement, which was held in open competition.

Like Baird, Sertl is a first-time Rolex winner and is married with children (she's expecting her second in June). Also like Ed, Cory was quick to share the glory with her crew: "I really enjoyed competing last year. Winning this award is icing on the cake, and I feel very honored to have my name included with the past recipients of this award... My crew had a great attitude — we worked hard and got the best out of each other and the boat."

Corinthian Midwinters

The mojo was definitely working — both

off and on the water — at last month's Corinthian Midwinters, held on the grayish weekend of February 17-18. Defying the odds, the last two races of the four-race series went off without a hitch. Each day, a moderate southwesterly materialized in time for the noon starting sequence in Raccoon Strait, enabling the 104-boat fleet (out of 157 registered) to sail to the Cityfront and back. Despite 5-knot ebbs both afternoons, everyone managed to make it back across the finish line.

Saturday's race saw the fleet, sporting #3s and the occasional reefed main, beat to Blackaller Buoy, then peel off for Blossom or Fort Mason — depending on boat size — before heading back to finish in front of the club. If there was any criticism — other than the 'turf war' with the concurrent Jack Frost

Series over the Blossom Rock turning mark — it was that these races were a bit short.

Looking on the bright side, getting back to the dock early allowed more time to socialize — which is just as important in the CYC Midwinters as the racing. Two kegs of beer, courtesy of Nelson's Marine, "lit the party fuse"... and the bar and galley subsequently did a brisk business well into the night. Blues legend Nick Gravenites and his band, Animal Mind, rocked the upstairs ballroom until 11 p.m., after which the diehards carried on at Sam's until closing time... a decision that some folks regretted the following day!

With lighter winds on Sunday — but the forecast calling for a front to roll through later in the afternoon — the race committee bravely sent the majority of the fleet off on the same two Cityfront courses again, with the smallest classes only going to Yellow Bluff, Harding Rock and back. As the wind sputtered and shifted randomly — and the ebb escalated through the Strait — it seemed that the series' luck had finally run out. But just on cue, the southerly breeze picked back up, allowing the fleet to come together at Point Stuart and charge to the finish line *en masse*.

Fortunately the finish was videotaped, as waves of boats crossed the line faster than the scorers could write down sail numbers. At one point, three boats — the first Knarr, Moore 24, and PHRF-III entry — got guns within five seconds of each other! It was a wild and entertaining finish, capped off literally with a bang when a 38-footer that shall remain nameless speared the green bell buoy off the harbor entrance while beating to the finish. They obviously never saw the thing, and — to the delight of the crowd on the race deck — smashed into it head on, flattening the buoy briefly and stopping their forward progress. Had the video camera been aimed at them instead of the finish line, the footage would have surely won a prize on America's Funniest Home Videos.

San Francisco YC won the inaugural Team Trophy competition, a just-for-grins concept that pitted three boat teams (all in different divisions) against each other on a percentage-adjusted, high-point scoring system. Their winning entry consisted of two class winners, Kirk Smith's tiny Rhodes 19 Amante and Bill Moore's Soverel 33 Mischief, and one runner-up, Glenn Isaacson's Express 37 Re-Quest. The perpetual trophy, a beautiful soapstone model of the now-departed trimaran Aotea, will be on display at SFYC until next year's Midwinters.

Weekend results follow; overall results will appear in the next issue.



PHRF I (0-90) — 1) Fever, J/35, Danieli/Russell, 3.75 points; 2) Team Montgomery, 11:Metre, Peter Stoneberg, 5; 3) (tie) Blue Dog, 11:Metre, Spirl Wells, and Blitzkrieg, 11:Metre, Dennis Rowedder, 9. (11 boats)

PHRF II (91-126) — 1) Mischief, Soverel 33, Bill Moore, 2.75 points; 2) Petard, Farr 36, Keith Buck, 3.75; 3) (tie) Fire Drill, Tartan Ten, Lambert Thom, and Expeditious, Express 34, Bartz Schneider, 8. (9 boats)

PHRF III (127-149) — 1) (tie) Mintaka, C&C 36, Gerry Brown, and Bloodvessel, B-25, Margaret Gokey, 2.75 points; 3) Blue Max, Dehler 34, Jim &

Diana Freeland, 7. (8 boats)

PHRF IV (150-186) — 1) Animal Farm, Wylie 28, Hans & Susan Bigall, 3.75 points; 2) AWB, J/24, George Peck, 4; 3) Sorcerer, C&C 31, Greg Cody, 5.75. (12 boats)

PHRF V (187-up) — 1) Amante, Rhodes 19, Kirk Smith, 1.5 points; 2) Dulcinea, Coronado 27, John Slivka, 4; 3) Faraway, O'Day 27, Jim Mueller, 8. (9 boats)

NON-SPINNAKER I (0-156) — 1) Smogen II, Custom 36, Julie Le Vicki, 1.5 points; 2) Sea Ghost, Beneteau 42, Ron Roberts, 5; 3) Bacarat, Peterson 34, Dave Reed, 8. (9 boats)

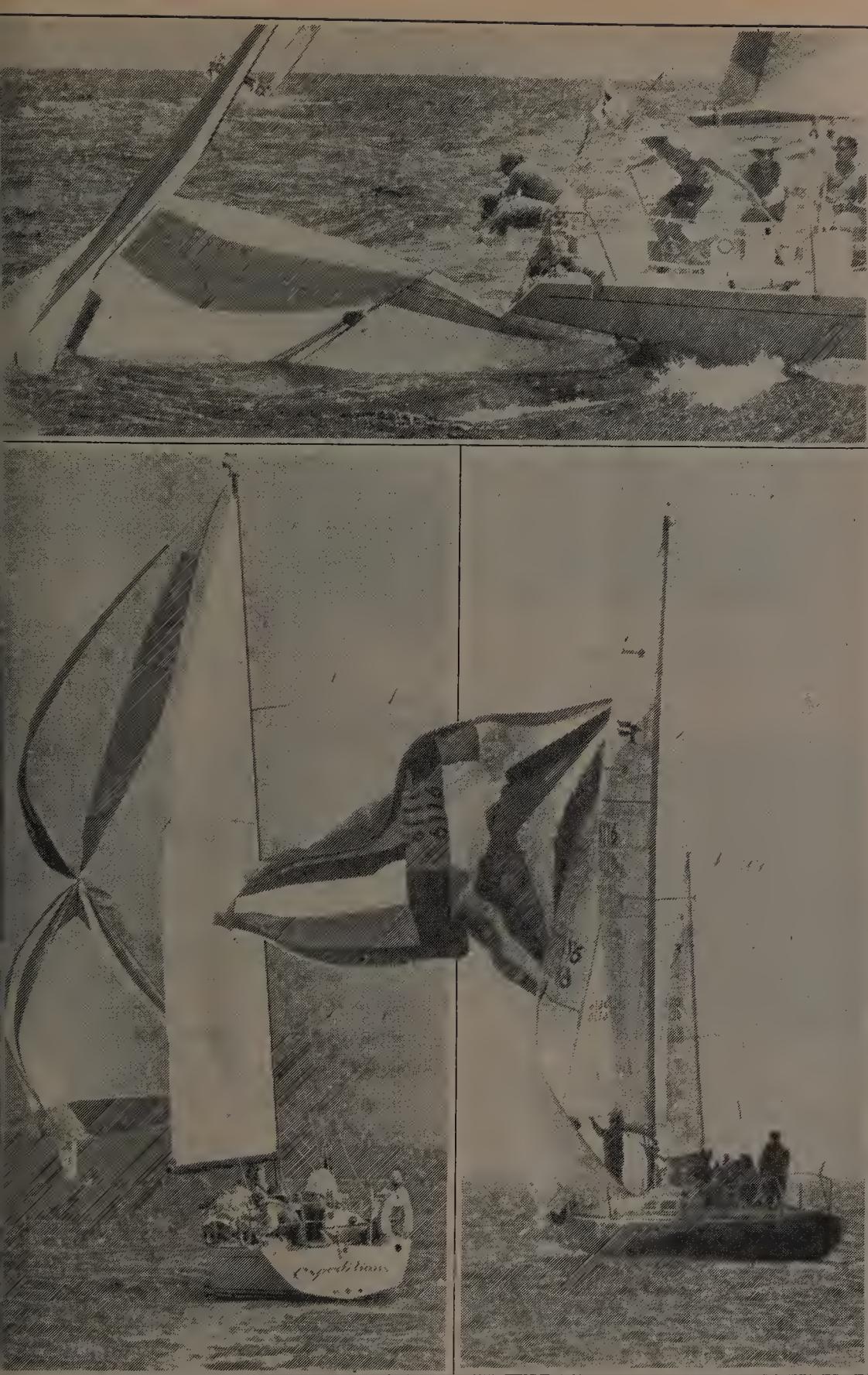
NON-SPINNAKER II (159-up) — 1) Summertime Blues, Santana 22, Tim McGowan, 4.75 points; 2) Sockeye, J/24, Holscher/Ethridge, 5; 3) Take No Prisoners, Cal 20, Jon Rolien, 5.75. (8 boats)

SHORTHANDED — 1) Emerald, Yankee 30, Peter Jones, 2.75 points; 2) (tie) Slipstream, Farr 33, Greg Morris, and Suncatcher, Nonsuch 22, Sandra Bushmaker, 6. (7 boats)

MULTIHULL — 1) E-2, Tornado, Bill & Marie Erkelens, 1.5 points; 2) (tie) Erlin, Antrim 30+, Dan Buhler, and Wingit, F-27, Ray Wells, 6. (5 boats)

ETCHELLS — 1) It's A Rental, John Mellen, 4.75 points; 2) Wild Woman, Kers Clausen, 5.75. (6

RACING SHEET



Fun things to do with your spinnaker... And you thought Charlie Brown had problems with kites?
All photos/Latitude' archives.

boats)

EXPRESS 27 — 1) Sonita, Craig Page/ Bill Melbostad, 1.5 points; 2) Moonlight, Jim Gibbs, 4. (4 boats)

OLSON 25 — 1) Passing Wind, Torsney/Dobie, 2.75 points; 2) Pulp Friction, Carl Nunes, 6. (5 boats)

MOORE 24 — 1) (tie) Frenzy, Lon & Susie Woodrum, and Little Wing, Jim & Peggy Plumley, 3.75 points. (5 boats)

HOLDER 20 — 1) Confederacy of Dunces, Spooge Syndicate, 1.5 points; 2) (tie) Shareholder, Gary Albright, and Phoenix Rising, W. & L. Kroepelin, 5. (4 boats)

KNARR — 1) Emma Hamilton II, John Colver, 1.5 points; 2) Anitra, Joe Casey, 6. (6 boats)

TEAM TROPHY — 1) Bay Area Racing Federation, aka 'BARF' (C.O.D., Summertime Dream, Conococheague), 5.085 points; 2) 'Spur of the Moment', aka SFYC-1 (Amante, Mischief, ReQuest), 4.889; 3) 'Wise Elders', aka CYC-1 (Smogen III, Tension II, Emma Hamilton), 4.875. (9 teams)

Golden Gate YC Midwinters

On Saturday, February 3, in a carbon copy of last month's Golden Gate YC Midwinters, 64 boats sailed the same courses in similar conditions, a 5-8 knot northeasterly and an adverse ebb current. This time, however, all but seven boats managed to finish. Like last month, Dave and Jackie Liggett's N/M 39 *Jack Rabbit* pounded the big boats, winning on corrected time by 2 minutes, 38 seconds.

Unlike last month, Yucca, Hank Easom's heavy-displacement 8 Meter, got skunked. Unable to outsmart the fleet in the slightly steadier wind, and unable to accelerate out of the short tacks necessary to claw up-current to Blossom, Yucca faded to sixth in Division II, effectively ending Hank's third run for the Seaweed Soup Trophy (for overall lowest score in class). Meanwhile, John Slivka's Coronado 27 *Dulcinea* posted a second in the relatively weak Division V, bringing that boat's aggregate score to a near-unassailable 3.5 points. Barring a nuclear holocaust — or Slivka being protested for failing to don a PFD — *Dulcinea* should win the regatta overall when it reconvenes, and concludes, on March 2.

All three of the four completed races in this series have been held in light to moderate wind (the December race was canceled for lack of breeze). The typically mellow midwinter conditions have made GGYC's mandatory life jacket rule for this series seem somewhere between cruel and unusual punishment, and a bad joke. "I think it's pretty absurd," claimed no less an authority than Hank Easom.

No other yacht clubs on the Bay have rushed to follow GGYC's lead on the life jacket issue, and frankly we'd be surprised if they did. Whether or not GGYC actually follows through on their threat to fly the 'Y' flag for all their regattas in the future remains to be seen.

DIV. I (0-72) — 1) Jack Rabbit, N/M 39, Dave Liggett; 2) Oaxaca, SC 50, Dick & Patti Cranor; 3) Zamazaan, Farr 52, Chuck Weghorn; 4) Dolphin Dance, SC 50, Dave Sallows; 5) Kiri, J/35, Bob George. (16 boats)

DIV. II (74-99) — 1) Petard, Farr 36, Keith Buck; 2) Expeditious, Express 34, Bartz Schneider; 3) My Rubber Ducky, Hobie 33, Lee Garami. (9 boats)

DIV. III (100-153) — 1) Power Play, J/29, Gordon Smith; 2) Chimera, Express 27, Brett Allen; 3) Dance Away, Santana 35, Doug Storkovitch; 4) Giggleswick, Beneteau 38s5, Brian Hall; 5) Novia, Cal 39, John Webb. (15 boats)

DIV. IV (154-197) — 1) Whitecap, IOD, Tom Allen; 2) Undine, IOD, Adam Wheeler; 3) Boog-A-Loo, Cal 29, Nancy Rogers. (10 boats)

DIV. V (198-up) — 1) Crazy Jane, Thunderbird,

THE RACING

Doug Carroll; 2) **Dulcinea**, Coronado 27, John Slivka; 3) **Shazam!**, Santana 22, Bud Sandkulla. (9 boats)

BEAR — 1) **Chance**, Glenn Trese; 2) **Trigger**, Scott Cauchois. (5 boats)

Mazatlan Race

Victoria, Mike Campbell's recently turboed Andrews 70, won last month's inaugural San Diego to Mazatlan Race, finishing the 936-mile race in just under five days. Twenty-five boats — 14 racers and 9 cruisers — started San Diego YC's new race to Mazatlan, which this year replaced Manzanillo as the race destination. (The race still serves as a feeder to MEXORC, which occurred later in the month in Puerto Vallarta.) This wasn't the first time this industrial seaport has been a race destination, however — the Los Angeles YC's now-defunct fall race terminated in Mazatlan 13 times between 1961 and 1984, eventually switching to Cabo in 1986.

The cruisers left San Diego on Wednesday, January 31, followed by six PHRF boats on Thursday, February 1. The main show — two turbo 70s, a Whitbread 60, an old IOR maxi and four ULDB 70s — started chasing the minuscule fleet on Friday, February 2.

Despite a disappointing turnout — only four boats showed up instead of the anticipated six — the ULDB 70s still enjoyed the best racing. The lead changed many times as the sleds gybed on every shift and tried, often in vain, to avoid the parking lots. As expected, the top half of the race was pleasant and uneventful — but inevitably at Cabo the 'restart' button was pushed.

Cheval and Taxi Dancer led their peer groups down to the tip of Baja, but for both it was not to be. Victoria crossed ahead of Cheval nearing Cabo Falso, while Grand Illusion, Taxi Dancer and Mongoose came together in a hole about twenty miles north of Falso — with, to their credit, the turbo-sleds and America's Challenge still within sight!

The former lead boats were freaked, while the trailing boats were naturally joyous. As the sea breeze filled from behind, the race was on — who would get the choice spots at the brand new Mazatlan marina? At this point in the race, Grand Illusion and Taxi Dancer enjoyed the closest racing, with Mongoose just five miles ahead. Crossing gybes about a quarter of a mile apart, Taxi managed to sail lower than G.I. and keep in between her and the point (possibly due to her new strut and bulb keel).

(A side note: Taxi Dancer also beat G.I. in the undeclared spinnaker explosion contest. Taxi's winning entry included a peel change, horizontal center seam shred, and a quick



reset all within yards of the beach outside Cabo. G.I. had to settle for a head patch ejection, port and starboard tape tears with the bowman on the end of the pole, all within a mile of the less than visually enticing Rosarita Beach.)

After the dust had settled, the conservative, or 'old school', approach to the rounding at Cabo paid off. To sail close to Cabo, then a little wide (two to three miles) and back to the beach was the way to go.

The boats tacking up the beach toward La Paz were rewarded with the northerly first, and got the jump on the boats that tried to roll through the infamous hole on the rhumb line. The hole at Cabo and high pressure in the Gulf took its toll, as Orient Express decided to quit the race in Cabo when she fell from 20 to 40 miles further back, G.I. lost about 20 miles by staying outside her nearby rivals, and Sorcery dropped from only 30 to 80 miles behind the sleds. Still, the big red Mull maxi swept her division — but then she was literally in a class by herself!

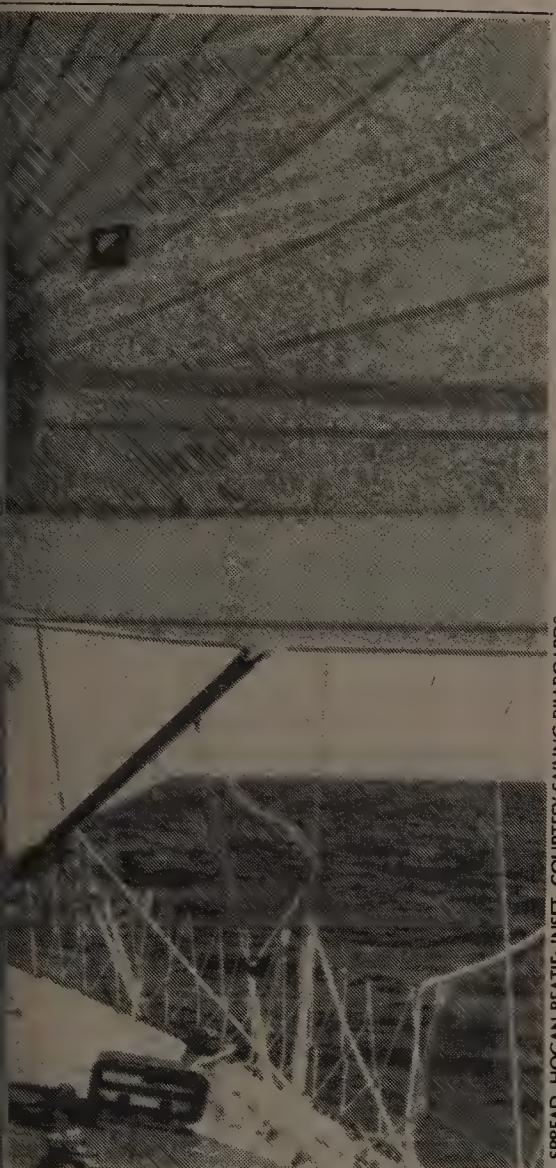
The race essentially was over at Cabo, as the parade over to the mainland did little to affect the standings. The entire race was an easy one, but occasionally rather slow — as

Spread, approaching Cabo Falso on 'Grand Illusion'. Inset, John Sweeney drives 'Sorcery' into the sunset.

the average speeds in the result box indicate. Three PHRF boats, in fact, elected to motor into Mazatlan rather than drift around any longer. Perhaps the biggest winners were the nine boats in the cruising class, which not only had the biggest fleet but probably the most fun. Their stopover in Santa Maria was apparently the highlight of the trip.

Other boats deserving mention include **Stealth Chicken**, a fast-looking Perry 56, which had the staying power to beat its competition in the lightly contested PHRF-B class. The boys on **Mongoose**, which included Bill Menninger and Bay Area sailor Jon Stewart, sailed incredibly well to pass and then hold off the pros on **Taxi** (Dee Smith, Dave Ullman, Craig Fletcher, Bill Mais and others), who appeared to enjoy an edge in boatspeed.

Last but definitely not least, the big blue **Victoria** also did a great job in her turbo debut, beating the more seasoned — and some say faster — **Cheval**. That **Victoria** made it to the race at all was up in the air



SPREAD: HOGAN BEATIE; INSET: COURTESY SAILING BILLBOARDS

this year," claimed race co-chairperson Bobbi Tosse. "We're one of very few midwinters that didn't lose a race because of too much or too little wind!"

Next month, the Champion of Champions Race, open to all trophy winners of either day, will be contested on March 3. The awards ceremony for the Midwinters (and the C-of-C) will occur at the Berkeley YC clubhouse immediately after the racing that day. Next up on the busy Berkeley YC racing schedule is the Wheeler Regatta on March 30-31. "We're encouraging one design and level PHRF racing," said Bobbi. "Any group of seven or more will have their own class."

Results of the mellow weekend follow. We're going to hold the overall results until next month's midwinter wrap-up — hopefully, the suspense won't kill anyone!

SATURDAY, FEBRUARY 10:

DIV. A (0-126) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Advantage II**, J/29, Pat Benedict; 3) **Tsiris**, Olson 29, Dan Nitake. (8 boats)

boats)

DIV. D (207-up) — 1) **Jubilee**, Ariel, Don Morrison; 2) **Slippery When Wet**, SJ 24, Eric Wilbur; 3) **Madman X H20**, Santana 20, Steve Katzman. (8 boats)

OLSON 30 — 1) **Zephyros**, Cal Maritime Academy; 2) **E-Ticket**, John Notman; 3) **Hoot**, Andy Macfie; 4) **Jack's Back**, Jack Easterday; 5) **Lurker**, Paul Martson. (15 boats)

MELGES 24 — 1) **Mary Don't Surf**, Mark Eastham; 2) **#28**, John Oldham; 3) **Smokin'**, Dave Oliver. (7 boats)

EXPRESS 27 — 1) **Flying Circus**, Ryley Hodges; 2) **Frog In French**, Kame Richards; 3) **Baffett**, Baffico/Baskett; 4) **Desperado**, Mike Bruzzone; 5) **New Moon**, Schumacher/Franklin; 6) **Sweet Pea**, Karl Engdahl; 7) **Transition Team**, Bill Hoffman; 8) **Peaches**, John Rivlin. (24 boats)

MOORE 24 — 1) **Hurricane**, Adam Sadeq; 2) **Hot Rod Lincoln**, Charles Witcher. (5 boats)

J/24 — 1) **Cujo**, Elizabeth Kellogg; 2) **Wonder Woman**, Dines/Kennelly; 3) **Cool Breeze**, Don Nazzal; 4) **Fred**, John Todd; 5) **Levitation**, Larry Levit. (13 boats)

MERIT 25 — 1) **Lost In Space**, Bruce Koch; 2) **Doctor Who**, John Drewery; 3) **Twilight Zone**, Paul Kamen. (6 boats)

1996 San Diego-Mazatlan Race Results

Name	Type	Skipper	Yacht Club	Avg. Spd	Corr. Time
PHRF - I					
1) Stealth Chicken	Perry 56	Hall Palmer	South Beach	5.7	166:05:14
— Bay Wolf	SC 50	Kirk Wilson	Cabrillo Bch	DNF	In Mazatlan
PHRF - II					
1) Ecstasy	Baltic 38	J. & L. Donahue	Balboa	4.6	175:31:55
2) Yukon Jack	SC 50	Larry Hoffman, Sr.	Encinal	4.6	193:44:24
— Osprey	SC 40	Nicholas Barran	Los Angeles	DNF	In Mazatlan
— Pendragon	Davidson 44	David Gray	South Shore	DNF	In Mazatlan
PHRF - III					
1) Sorcery	Mull 82	Jake Wood	California	6.2	161:51:51
ULDB 70s					
1) Mongoose	SC 70	D. Baker/J. Case	Long Beach	7.5	122:45:49
2) Taxi Dancer	R/P 70	D. Huges/B. Richards	Santa Barbara	7.4	123:54:32
3) Grand Illusion	SC 70	Ed McDowell	King Harbor	7.0	129:57:36
— Orient Express	SC 70	Peter Tong	Long Beach	DNF	In Cabo
TURBO/INVITATIONAL					
1) Victoria	Andrews 70+	Mike Campbell	Long Beach	7.8	115:57:11
2) America's Challenge	Whitbread 60	Neil Barth	Newport Hbr	7.7	118:29:33
3) Cheval	Andrews 70+	Hal Ward	California	7.7	119:19:05
CRUISING					
1) Novia del Mar	Beneteau 40	Mike Busch	San Diego	N/A	140:80:90
2) Das Ein	Irwin 54	Roy Roach	Tutukaka S. Pac.	N/A	141:61:12
3) Salsipuedes	Tayana 52	Fred Frye	San Diego	N/A	146:08:49
4) Significant Other	C&C Landfall 39	Scott Adam	California	N/A	201:43:36
5) Esprit	KP 46	Robert Pace	Oceanside	N/A	210:68:30
6) Sweet Shot	Passport 47	R. McCleave	San Diego	N/A	221:27:51
7) Sara Bella	Columbia 56	Donald Ross	Dana West	N/A	226:45:60
8) Sea Dancer	Marconi 35	Al Wheatman	California	N/A	239:86:89
9) Seaker	Custom 46	Wes Stone	Cabrillo Bch	N/A	279:63:32

DIV. B (129-168) — 1) **Uno**, WylieCat 30, Dave Wahle; 2) **Predator**, Hawkfarm, Seifers/Wheeler; 3) **Honey's Money**, Olson 25, Jay Aiken. (11 boats)

DIV. C (171-204) — 1) **Blue Streak**, Ericson 32, Brian Lewis; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Freyja**, Catalina 27, Larry Nelson. (6

boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Harry**, Dick Aronoff; 3) **Mariner**, Bruce Darby. (6 boats)

SUNDAY, FEBRUARY 11:

DIV. I (0-141) — 1) **Punk Dolphin**, Wylie 39,

Berkeley Midwinters

The fourth and final weekend of the Berkeley/Metropolitan Midwinters occurred on the Berkeley Circle on February 10-11. Like the three previous weekends, the racing featured classic midwinter conditions — light and shifty winds, lots of lead changes, and an emphasis on tactics. "We really lucked out

THE RACING

Jonathan Livingston; 2) **Family Hour**, Olson 30, Bilafer Family; 3) **Ixxis**, Olson 911-S, Ed Durbin. (6 boats)

DIV. II (144-168) — 1) **EI Gavilan**, Hawkfarm, Nash Family; 2) **No Big Thing**, Wavelength 24, Charlie Hess; 3) **Chesapeake**, Merit 25, Jim Fair. (9 boats)

DIV. III (171-204) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Shareholder**, Holder 20, Gary Albright. (6 boats)

DIV. IV (207-up) — 1) **Slippery When Wet**, SJ 24, Eric Wilbur; 2) **Blue Meanie**, Santana 20, Nick Rau. (4 boats)

SPORT — 1) **Smokin'**, Melges 24, Dave Oliver. (2 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie; 2) **Run Wild**, Albert Holt; 3) **E-Ticket**, John Notman. (11 boats)

EXPRESS 27 — 1) **Frog in French**, Aimee Hess; 2) **Mirage**, Terry Cobb; 3) **New Moon**, Schumacher/Franklin. (8 boats)

OLSON 25 — 1) **Pulp Friction**, Carl Nunes; 2) **Barking Dog**, Jeffrey Kroeber. (5 boats)

WABBIT — 1) **Tulawemia**, Mark Harpainter. (3 boats)

Jack Frost Series

Encinal YC's Jack Frost Series continued on Saturday, February 17, with 82 boats answering the starting guns. The bigger classes were given an 11.3-mile twice-around windward/leeward course, using Blossom Rock as the weather mark and a temporary inflatable to replace the missing Olympic Circle buoy 'E' as the leeward mark. Meanwhile, the little boats did a single lap around the same turning marks.

Given the 8-12 knot southwesterly, Blossom Rock was the only logical choice for EYC's upwind mark. The mark rounding was made more entertaining by a raging 3-4 knot ebb (the SR 33 *Mostly Harmless*, and no doubt others, reported rounding Blossom stern-to) and by having to share the buoy with the bigger boats in the Corinthian YC Midwinters. "Our group rounded it to starboard, while the other racers were using it as a leeward mark and took it to port," said EYC's race chairman Dan Fleming. "Both clubs knew about the conflict ahead of time, but decided to chance it anyway. There was apparently some screaming, but fortunately no collisions."

The Jack Frost Series concludes next month on March 16. There won't be a make-up race to replace the windless December contest, so this year the overall results will be calculated on four races with one throwout.

DIV. A (0-96) — 1) **Jabiru**, J/35, Bill West/Brian Dunn; 2) **High Strung**, Wylie 38, Gary & Martha Burbidge; 3) **China Cloud**, J/40, Leigh Brite. (10 boats)

DIV. B (Sportboats) — 1) **20/20**, J/105, Phil Gardner. (2 boats)

DIV. C (97-129) — 1) **Screamer**, Capo 30 mod.,

Dick Horn; 2) **Swell Dancer**, Santana 35, Jim Graham; 3) **Mad Hatter**, Wylie 34, Rich Fisher. (11 boats)

DIV. D (ultralight) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Hot Rod Lincoln**, Moore 24, Charles Witcher; 3) **Twilight Zone**, Merit 25, Paul Kamen. (6 boats)

DIV. E (130-168) — 1) **It's Jazz**, Ranger 33, JoAnne McFee; 2) **Uno**, WylieCat 30, Steve Wonner; 3) **Ono**, B-25, Chris Doubek/Fred Voss; 4) **Flow Backwards**, Cal 9.2, Dan Wolf. (12 boats)

DIV. F-1 (169-196) — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Zarpa**, New. 30, George Gurrola. (5 boats)

DIV. F-2 (197-up) — 1) **Maeve**, Thunderbird, Peter Gilson; 2) **253**, Thunderbird, Jim Newport; 3) **Star Ranger**, Ranger 26, Simon James. (8 boats)

CATALINA 30 — 1) **Mona Too**, David Halaby; 2) **Trey Shay**, John Jacobs; 3) **Gosse**, Michael Moradzadeh. (9 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis; 2) **Casino**, Bill Eddy. (5 boats)

SANTANA 22 — 1) **Yacht Sea**, Joseph Schmidt; 2) **Carlos**, Robert Ward. (4 boats)

NON-SPINNAKER — 1) **Wianno**, Catalina 42, John Sullivan; 2) **Hobbs**, Nonsuch 33, John Adams. (6 boats)

CHALLENGER — 1) **Gunga Din**, Jan Grygier; 2) **Runaround Sue**, J. Van Blarigan. (4 boats)

Chaos Reigns at Brunch Series

Oakland YC's civilized Brunch Series carried on with a pair of short contests on the Estuary last month. "Flat water, light wind, good racing," reported race chairlady April Storts. "Sorry, no good stories this month!"

Insufferable, N/M 30, Peter Rookard; 4) **20/20**, J/105, Phil Gardner; 5) **Absolute Saidee**, Wylie 33, Alan Laflin. (14 boats)

DIV. B (169-up) — 1) **Snowgoose**, Santana 30, Ted Mattson; 2) **White Satin**, Cat. 27, Steve Rienhart; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

DIV. C (non-spinnaker) — 1) **Spridle**, Catalina 22, Mike Faber. (2 boats)

Race #4 (February 25):

DIV. A (0-168) — 1) **Chaos**, Columbia 5.5, Jim Warfield; 2) **Absolute Saidee**; 3) **Uno**; 4) **Shenanigans**, Merit 25, Cindy Surdez; 5) **Takeoff**, Laser 28, Joan Byrne. (15 boats)

DIV. B (169-up) — 1) **Zarpa**, New. 30 Mk. II, G. Gurrola; 2) **Lelo Too**; 3) **White Satin**. (8 boats)

DIV. C (non-spinnaker) — 1) **Spridle**. (3 boats)

Race Notes

Beauty contest: West Coast boats fared well in Sailing World's annual "Boat of the Year" competition, the winners of which were announced at Sail Expo in Atlantic City, NJ, early last month. The overall '96 winner in the performance category was the **Santa Cruz 52**, designed by Bill Lee and Bob Smith. Meanwhile, Leif Bailey's hot new B-32 took top sportboat honors; Ian Farrier's F-24 Mk. II took multihull accolades; the

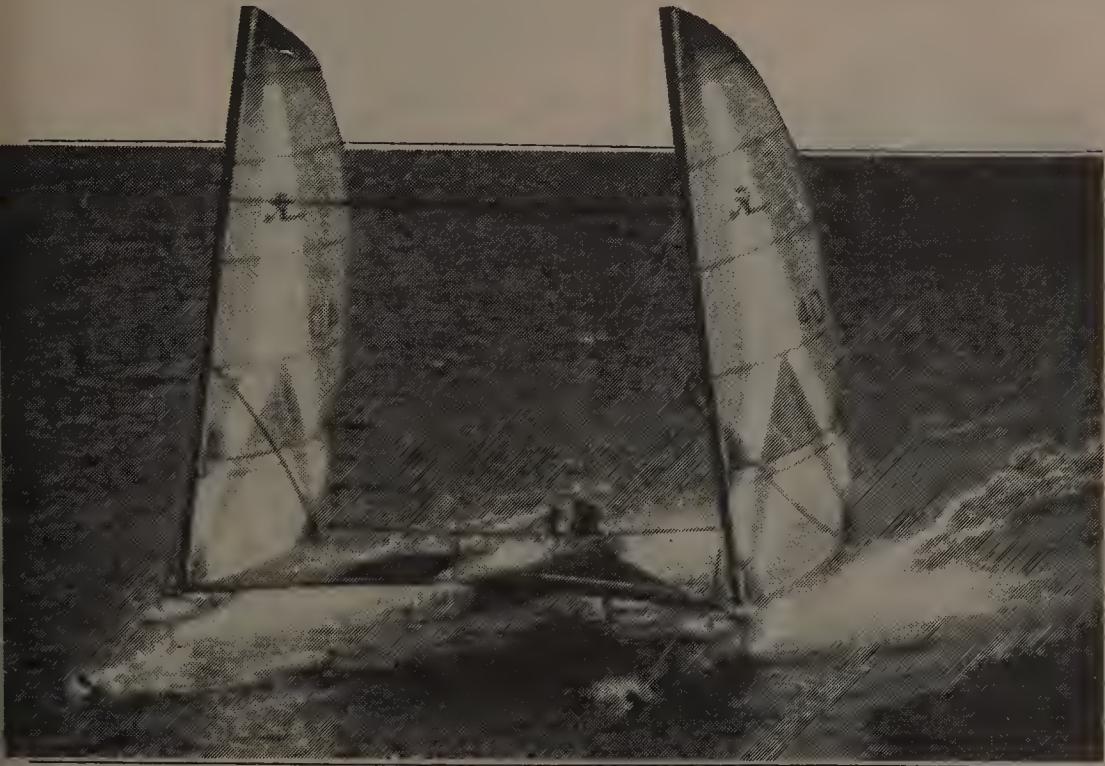


Uma-Oprah, Oprah-Uma? The B-25 'Ono' is trading bullets with 'Uno', a WylieCat 30, in several East Bay midwinters.

Race #3 (February 4):

DIV. A (0-168) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Hurricane**, Moore 24, Adam Sadeg; 3)

Danish-built IMX 38 was the top offshore racer; the "Buzz", which resembles a blown-up I-14, was the one design winner; and the cute little Alerion Express 20, designed by **Carl Schumacher** and built by TPI, was voted the best daysailer. The five-person



COURTESY HOBIE CAT

panel of judges included **Sally Lindsay**, who is a former two-time Rolex Yachtswoman of the Year ('73, '74) and the owner of the Spinnaker Shop in Palo Alto. Check out the upcoming issue of *Sailing World* for the boat reviews.

Odds and ends: St. Francis YC has asked the local PHRF board to handicap the 'St. Francis Rule' divisions at the next Big Boat Series. "It was a logical step," claimed proponent **Norman Davant**, "Hopefully, this will make the ratings even fairer — and, theoretically at least, less political." . . . Capitola pro sailor **Morgan Larson** has been recruited for this year's Aussie 18 circuit, following in the footsteps of the Seattle-based McKee brothers. . . Got the need for speed? Check out the new **Hobie Trifoiler**, a Greg Ketterman design development of Russell Long's record-setting *Longshot*. Billed as the "world's fastest production sailboat", the futuristic-looking 18-footer can be yours for the base price of \$11,900. For a short video, a brochure or to arrange a testsail, call Hobie at (619) 758-9100, ext. 201.

Sale boats of the month: Rob Anderson of Cal Berkeley's Department of Athletics reports that they recently sold Irv Loube's donated Farr 45 ***Bravura*** to Dave Brennan of Newport Beach. Brennan is moving up from his Schumacher 31 Zoos (ex-Second Offense). . . Doublehanded Pacific Cup vet Gal Bar-Or recently traded in his blue Olson 25 ***Siva*** for a new carbon-rigged F-31, the second one of these hot multihulls on the Bay. . . Bill Schwager just bought the Express 34 ***Marrakesh*** (ex-Sunday Punch). His former steed, the Express 27 *Loose Cannon*, is for sale.

Business is booming at Sail California, the local J/Boat distributor. Last month, they sold two new J/120s: hull #42 arrives this month for Allen Bray, who is moving up from a J/80; and #48 will arrive in mid-May

The Hobie Trifoiler — someone ought to take one in the Delta Ditch Run!

for Jim Cascino, whose J/105 *Jest* is now looking for a new owner. . . Meanwhile, Bill Fawns' J/35 ***Redline*** was sold to Seattle, where it joins close to 30 other sisterships in one of the biggest one design fleets around. . . Longtime SoCal racer Harry Smith has ordered the first J/160 on the West Coast. Like all his boats, the new 54-footer will be called ***Bushwacker***. Harry will pick the boat up from the factory in Rhode Island in late August, and then cruise/race it back to California, joining the fun at Key West Race Week and other race venues. His buddy **Tom Leweck** will join him for parts of the grand tour. "I took Tom on his first long distance race," recalls Harry. "It was the '71 La Paz Race in my Ranger 33, and we came in second overall!"

Idle rumors: The beautiful blue R/P 78 ***Windquest*** was being put back together at Anderson's as we went to press. The boat is about to undergo sea trials and could be sold to South America soon. . . Kimo Worthington may be sailing the first ***Mumm 30*** on the Bay at next month's Big Daddy Regatta. The boat, a factory demo, is currently for sale up in Seattle; if no one buys it in the next week or so it will be coming here. . . The Vancouver-based SC 70 ***Silver Bullet*** is the latest sled to go 'turbo', joining *Pywacket*, Victoria, and *Cheval* in the first-is-fun mode. Busy Long Beach naval architect Alan Andrews is overseeing the conversion. Is conventional sledding becoming a thing of the past?

Case study: ***Recidivist***, Colin Case's new IMS state-of-the-art Schumacher 39, is expected to roll out of Ian Franklin's Christchurch, NZ, shop on March 6. The boat will be assembled in Auckland, and with any luck will get rated in time to race in the

Air New Zealand Regatta on March 16-22. Colin, Carl, Carlos Baddell and John Franklin will fly down to sail the boat in her debut, along with Billy and Melinda Erkelens (who are already there with *Sayonara*) and various Kiwis. ***Recidivist*** will then hop a freighter to the Bay Area, arriving at the end of April. . . Carl's other new creation, a 54-footer for Sy Kleinman which is tentatively named ***So Sioux Me***, should be completed by Westerly Marine in Costa Mesa by early April. It will be trucked to Svendsen's for commissioning, after which it will do some local races before heading south for Long Beach Race Week and the Trimble North Regatta. "We've decided to skip the Kenwood Cup," explained project manager Chris Corlett. "We're going to get the boat up to speed slowly and methodically, concentrating on West Coast distance races for now."

Kinder, gentler round-the-world race: The ***Hong Kong Challenge***, a new World Cruising Ltd. presentation, is scheduled to start from London on October 23. So far, event organizer Jimmy Cornell (of ARC fame) claims 11 confirmed entries, including two older Whitbread boats (*Creightons Naturally* and *With Integrity*) and one newer one (*British Endeavour*, the Swarbrick 60 that Chris Dickson didn't take on the race). The lone American entry in the 21-leg race is William Grant's custom Adler 60 ***Etosha***, now homeported in San Diego. The year-long race will follow some of the traditional clipper routes, but rounding Cape Horn isn't part of the package — the fleet will enter the



Adios, 'Bravura'. The exodus of big boats out of the Bay Area continues at an alarming rate.

Pacific via the Panama Canal in mid-December. Many of the crews in the Hong Kong Challenge are paying guests, an apparently increasingly common phenomenon in some circles of offshore racing.

Millennium madness: ***The Race***, Bruno

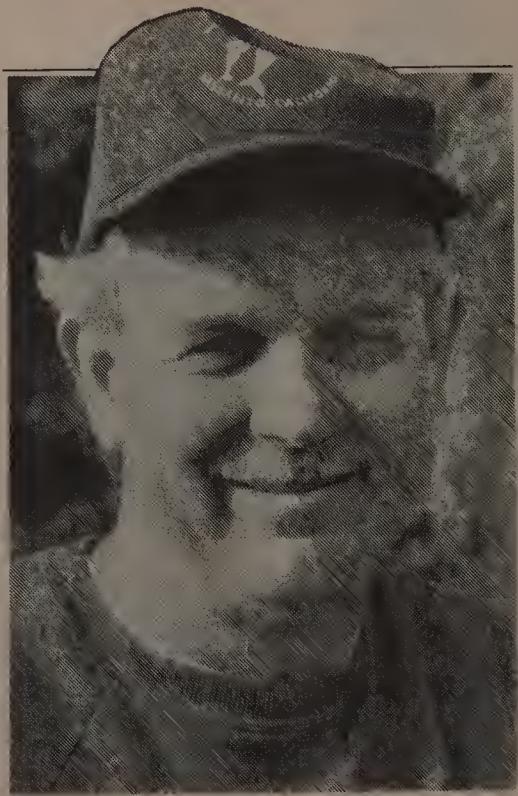
THE RACING SHEET

Peyron's no-holds-barred jumbo multihull sprint around the globe, has been postponed a year. By moving the contest from New Year's Eve, 1999 to a year later, The Race avoids conflicting with the America's Cup and also gives competitors more time to get their boats ready. Among the skippers committed to entering The Race are Grant Dalton (NZ), Laurent Bourgnon (FRA), Ross Field (NZ) and Tracy Edwards (UK), who just bought the 92-foot catamaran ENZA. Meanwhile, Peter Hogg's **TTFN Syndicate** is still searching for a sponsor, but may ultimately fold in with Steve Fossett's program for The Race. Fossett, who has been busy chasing balloon records lately, will turn back to sailing this spring — Lakota is being readied for a crewed record attempt (with Hogg on board) between San Francisco and Japan. Following that, Steve will solo the boat home, hoping to beat Aotea's '92 record.

Winter projects: Sausalito rigger **Joe Hulse** just picked up Mik Beatie's thrashed Pier 23, one of two 11:Metres that were 'totalled' by the insurance company after they blew over at Gashouse Cove in the infamous December 12 storm. He's almost done restoring the boat at S.F. Boat Works, and hopes to debut it — tentatively renamed **Mighty Beyondo** — in the upcoming Spring Keel Regatta. On the "buy low, sell high" theory, Hulse is also angling to get the other 'totalled' 11:Metre, Howie Scheibler's Citibank, and may well own both by the time you read this. "Maybe I should name them **Humpty and Dumpty?**" he mused.

Road to Auckland: The stodgy New York YC, the Challenger of Record for America's Cup XXX (as in '30, not triple 'X'-rated), has selected John Marshall's **PACT 2000** as the syndicate to represent the U.S. among the challengers to recapture the Auld Mug in New Zealand in 2000. Apparently, the powers-that-be decided a single existing team was their best option, and now they're forming a 'coalition' of other yacht clubs to help them raise their projected \$32 million budget. St. Francis YC was hustled, but didn't jump on the bandwagon... Could this mean a Bay Area challenge is in the works?

Road warriors: Sobstad sails rep **Seadon Wijsen** took no prisoners at the **Melges 24 PCCs**, held at King Harbor YC on February 17-18 as part of the gigantic L.A. Midwinters. Sailing Powerbar (#282) along with owner Darin Buchalter, Dennis George and Seamus Wilmot, Seadon led the 21-boat fleet throughout the light air, lumpy 5-race regatta. "We had a good time," allowed Wijsen. "The top four sailors at Key West Race Week were there — Ullman, Cole, Grillon and Jesberg — and it was gratifying to beat all of them!" Top five, plus NorCal sailors follow: 1) Seadon Wijsen, 17 points;



LATITUDE/ROB

John Slivka ('Dulcinea') is poised to win the GGYC Midwinters Seaweed Soup Trophy... unless the 'Latitude' curse strikes again!

- 2) Herb Cole, 20.75; 3) Wally Hollyday, 32;
- 4) Steve Grillon, 34.5; 5) Chris Snow, 36.75;
- 13) Bart Hackworth, 61; 15) Don Jesberg, 62; 21) Dave Oliver, 102.

Miami vice: The 65-person strong U.S. Sailing Team took home six medals — three gold, one silver, two bronze — in the **1996 Miami Olympic Classes Regatta** in late January. A record 735 sailors from 53 countries competed, as this was the last major Stateside regatta before this summer's Olympics in Savannah. Striking gold were **Mark Reynolds** and Hal Haenel in the 49-boat Star fleet, while fellow San Diegan **Vince Brun** snagged the bronze. Jayne Fenner Benedict of Hood River, OR, won the Women's Mistral. In the Men's 470, Mike Sturman and Bob Little took a bronze, while Americans finished 1-2 in the Women's 470, with Kristina Stookey/Louise Van Voorhis edging out Jody Swanson/Debbie Probst. Bay Area participants included Jeff Madrigali (13th in Solings), John Kostecki (14th in Stars); **Russ Silvestri** (9th in Finns; 2nd American); Dave Shelton (25th in Finns); Rebecca Harris (39th in Euros) and Lynn Olinger (48th in Euros).

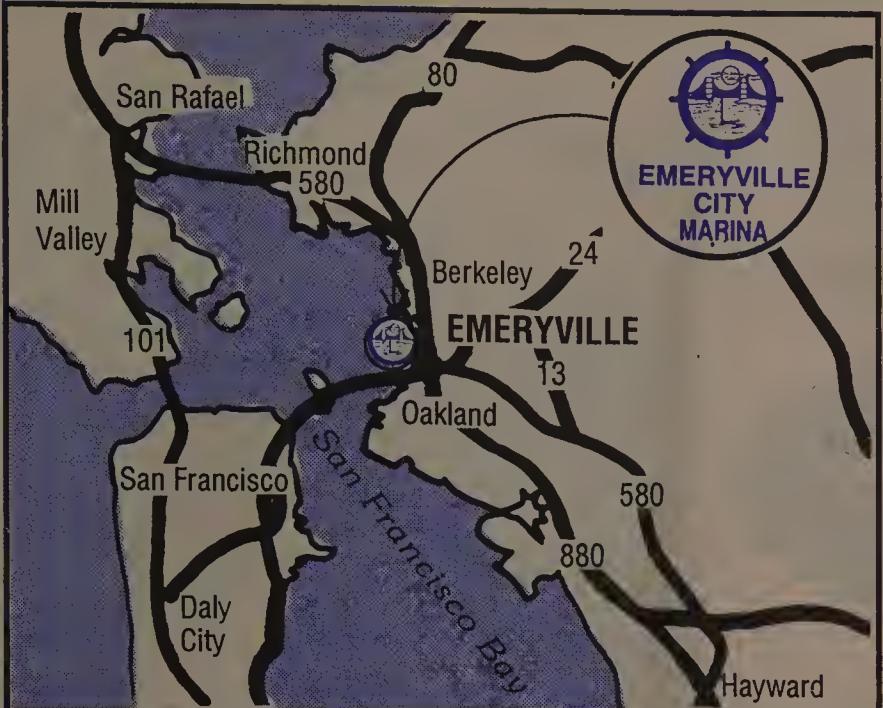
One-on-one racing: In the latest stop on the Omega Match Racing world tour, local hero **Peter Gilmour** defeated Rod Davis 3-0 in the finals of the Eunos Australia Cup in Perth. With the win, the #2 ranked Gilmour closed the gap on the circuit leader, American **Ed Baird**, to just 57 points... Meanwhile, Baird won a completely different sort of match race series last month — the **Brut/Sailing World Sail Expo Challenge**, a regatta

'sailed' in remote-controlled boats in a pool with fans around it. Ed defeated all comers in this benefit for the Shake-A-Leg Foundation.

Good things on the horizon: The Leukemia Cup kickoff party, scheduled for March 21 (see Calendar), will feature the ubiquitous **Gary Jobson**. If you've never met Gary or heard him speak, you're in for a treat... Opportunity knocks again on April 11, when Whitbread and A-Cup veteran **Dawn Riley** — another class act — will present a slide and video show at the Corinthian YC (see Sightings)... If you enjoyed following last summer's TransPac in **cyberspace**, you'll be pleased to know that the upcoming Pacific Cup, the Vic-Maui Race and the Kenwood Cup will all be similarly 'wired'. Check back in a few months for details... Speaking of internet sites, **Jake Van Heeckeren** recently made his ORCA ("Observed Results Computer Analyzed") race scoring system available to the public for free. It can be downloaded by accessing the following URL: <http://www.bigband.com/regatta>.

Random leftovers: JJ Isler is heading up an all-woman crew on a Mumm 36 called **Team Neutrogena** at the SORC in Florida, underway as this issue hits the docks. Three Bay Areans are on board: **Aimee Hess**, **Liz Baylis** and **Melissa Purdy**... A fax from Tom "Mr. Vacation" Leweck arrived from Puerto Vallarta just as we were going to press: **"MEXORC** now halfway through. Good regatta, warm sun, good winds (8-20 knots), too much tequila. Five gringo boats (**Taxi** leading with 1-1-2, followed by **Victoria**, **Sorcery**, **Mongoose**, **SC 40 Osprey** is leading Class D); 29 Mexican boats, including five Catalina 37s. Don't you wish you were here?"

Last but not least: A trio of **midwinter races** were canceled last month, each for a different reason. Richmond YC bagged their dinghy series due to lack of wind; Santa Cruz YC called theirs because of breaking waves at the harbor entrance; and Sausalito YC decided it was simply too nasty to hold their race. Mark Daniels, SYC race chairman, phoned around to the competitors to call the race off, but a few brave (and/or uninformed) boats ventured out to the Little Harding starting area anyway. The race committee wasn't about to leave the comfort of their clubhouse, so they fired three guns off the deck as an abandonment signal. Evidently this was mistaken for a **drive-by shooting** by overzealous Sausalito cops, who arrived on the waterfront moments later, sealing off the area as they searched vainly for some form of criminal activity. Eventually everything was straightened out, and — we're told — a good laugh was had by all.



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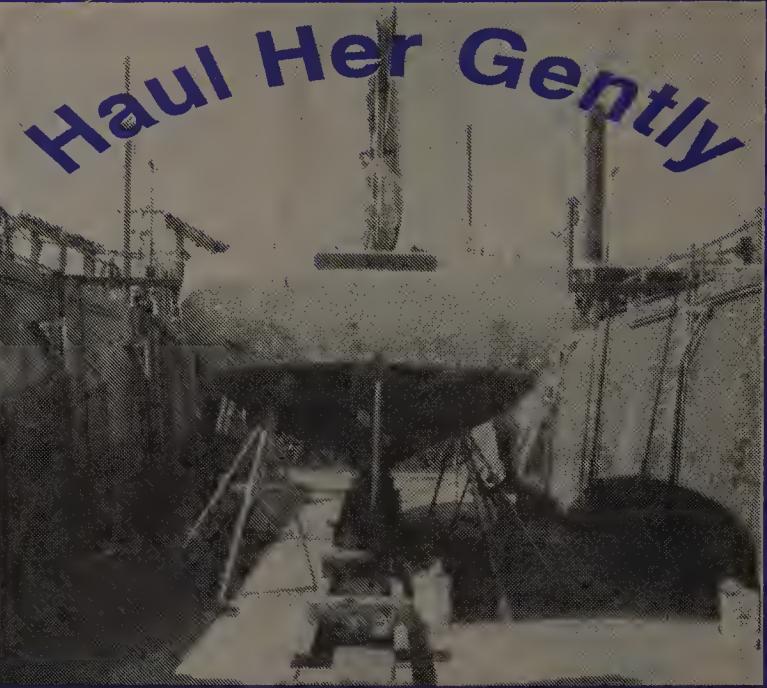
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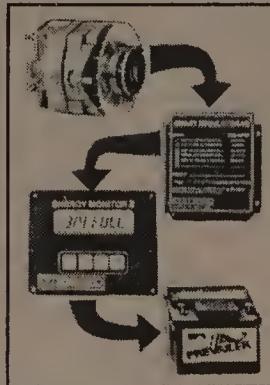


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CHANGES

With reports this month from **Fully Involved** on a couple of kids cruising the Sea of Cortez; from Panama's **Cabañas Parida** on their first year of operation; from **Ceilydh** on Canadians sloooowly cruising down the coast of California; from **Geja** on what teachers like to do in the South Pacific when school's out; from **Sandpiper** on a woman's 23 years of cruising the world; from **Another Horizon** on a second, deeper cruise into the South Pacific; from **Neeleen** on sailing from Panama to and around French Polynesia; from **Melissa** on the fun that cruisers are having in Z-town and will be having at upcoming Sailing Week; and **Cruise Notes**.

Fully Involved — Ericson 30+ John Voris & Konnie Grasso Living The Dream In Our 20s (San Clemente)

When I bought *Fully Involved* five years ago, she was only meant to be a home on the water — and for occasional sails to Catalina. But while living in a busy marina in Newport Harbor, a friend turned me on to your magazine. It was *Latitude* that made me realize that there was so much more that my 'new home' had to offer. So when various *Latitude* contributors recommended, "Go cruising now", "Don't wait", and "Don't put it off", I took their advice seriously.

Konnie and I, both twentysomething, decided we couldn't wait any longer to go cruising. So with the help of my partner Brian, *Fully Involved* was outfitted for a five-month cruise in the Sea of Cortez. Brian and I let the docklines go on November 10 — Konnie would meet us later — with the first leg of our trip taking us offshore to Guadalupe Island. Our next two stops were Bahia Santa Maria and Cabo San Lucas. Unlike most of the folks in the Baja Ha-Ha, we had consistent wind, which allowed us to sail 90% of the time to Cabo. Getting lucky on the offshore route meant we only burned six gallons of fuel.

Konnie and another crewmember joined us in Cabo — which we found to be pleasant

determined to sail most of the way to La Paz. But when seasickness clobbered one of our crew in the middle of the night, we decided to sit it out at Los Frailes for two days. What a stroke of luck that turned out to be! The anchorage is very protected, there's great snorkeling out at the point, and we had some awesome parties ashore. We must have sung *Drunken Sailor* all night long.

When the weather settled down, we had perfect sailing conditions up to Muertos and then did the last leg up to La Paz. While we didn't have consistent wind on the way up to La Paz, the people we met along the way — and the pizza at Sourdough's — were totally outstanding.

We spent a week sailing around Espiritu Santo and Isla Partida before entering La Paz. Let me tell those who haven't been there before, these islands are filled with beauty. There are great anchorages, dramatic snorkeling with sea lions, white beaches and fantastic shelling. When we got done playing at the islands, Ed at Marina Palmira opened up space at a piling we could tie up to for not very much money. Ed runs both a tight ship and a first-class operation.

We dropped two crewmembers off in La Paz, leaving Konnie and me with two or three more months in the Sea. We'll be heading north soon, but for now La Paz is *muy bonito!*

— john & konnie 2/12/96

John & Konnie — We're glad you had good luck with the offshore route this year, but it's dicey. Roger of Aurora can tell you about the time he and the *Wanderer* had to motor all the way from Guadalupe to Cabo — with a 55-ft ultralight.

We also appreciate your enthusiasm about the islands in the Sea of Cortez. Folks with limited time and cruising budgets can rest assured that some of the very best cruising — and socializing — in the yachting world is that close at hand.

Cruising Holidays In Panama Cabañas Parida Dave & Sharon Simpson (Isla Parida, Chiriquí, Panama) We'd like to wish a belated New Year to

Heeding the advice of 'Latitude' contributors, John and Konnie are cruising the Sea of Cortez while still in their 20s.

but expensive. Roger, at the Broken Surfboard Tacqueria, was most helpful. We then headed north with our new crew,

FULLY INVOLVED



all the cruisers we met during our first year of operation here at Cabañas Parida. For those not familiar with our establishment, we run a full service cruiser's stop — complete with diesel, propane, food, cabins and other amenities — at the northeast tip of Isla Parida. This is about 20 miles from David, Panama's third largest city. Isla Parida, which we've nicknamed 'the island of a thousand anchorages' is in the Gulf of Chiriquí, which we've nicknamed 'the San Juan Islands of Panama'.

When most people hear 'Panama', their immediate association is with the Canal or its environs. In reality, we're only about 80 miles from Costa Rica by water, but hundreds of miles from the Panama Canal. Once at David, it's about a seven-hour drive to either San Jose, Costa Rica, or the Panama Canal.

Folks headed down here for the first time may not be aware that yachties are now regularly enjoying the spectacularly beautiful

IN LATITUDES



ALL PHOTOS COURTESY CABANAS PARIDA

Wild times at Cabanas Parida. Clockwise from above; overlooking the anchorage from the cabins; Jake and Augustus; model yacht racing; owners Dave and Sharon Simpson; Brian the 'Breakfast Net'; Paul and Sandra; and the crab races.

trip from here at Isla Parida through Boca Chica into Pedregal — where it's possible to check in to Panama. We've made the trip in our own 65-foot powerboat *Nicola II*, which was built 70 years ago and draws 6½ feet. Cruising sailboats that have made the same incredible journey up the river include *Sunrunner*, *Jammin'*, *Haley Elizabeth*, *Muirgeal*, *Anna*, and *Prowlcat*. Since we now have cabins for rent here at Isla Parida, many of the cruisers are picking up family and friends in Pedregal, enjoying the incredible trip down the river and out to the island, and then having their guests take advantage of our cabins. It's wonderful for folks with smaller boats.

For those yachties who have lost contact with cruising friends, we can report the following boats have been through 'paradise' in the last year: *Uleki*, *Chuck Braffet*; *Blue*

Fantasy, *Kanji* and *Mieko Suehiro*; *La Mouette*, *Chuck & Gigi Taylor*; *Brenden's Watch*, *Ralph and Nancy*; *Lady Helen*, *Ed & Alice Henderson*; *Capritaur*, *Fred & Rae Maeder*; *Irish Jester*, *Jean Irish & Jim Jester*; *Flair*, *John & Glenda Barrett*; *Gallivanter*, *Wayne & Pam*; *Sea Bear*, *Bob & Charlotte*; *No Ties*, *Dick & Susan Hanson*; *Exposition*, *Bill & Jane Lieb*; *Bastante*, *Tom & Kay Swineford*; *Raindancer*, *Louise & Rose Tallman*; *Knot to Worry*, *Erick Andersen*, *Jonus Hage*, *Steve Diekhard & Kristie Fritz*; *Trident*, *Don & Noel Rayhill*; *Farallone*, *Frosty* and *Charlie Valentine*; *Edson*, *Fritz*, *Fritz, Jr.* & *Irene Schreiner*; and *Muy Caro*, *Bill & Carol*.

The fun really started rolling on Isla Parida with our first annual Halloween Madness party. Richard of *Pelican Express* won the fishing derby, Wesley from *Sunrunner* took the crab race, and Sandra from *Quarterdeck* took the hermit crab race.

One of the more interesting competitions was the 'yacht race' — in which the 'yachts' had to be built from boat garbage such as pop bottles, plastic bags, old fishing lines, and sticks from the beach. When we all gathered in the bay for the start, Trevor of *Jammin'* had the most colorful entry, a trimaran made from old juice boxes. Unlike most trimarans, it sank right away, leaving top honors to *Jade* of *Augustus*.

Sand castle building had been going on all day, and after the 'yacht race' we had a big bonfire and a cook-your-own-wiener roast. While the wieners were getting grilled and the sand castles being erected, we played a tropical version of 'bingo'. We fenced in 20 squares on the restaurant floor, numbered them, and then sold tickets. After all the squares had been sold, we put our little parrot in the center. The winner would be the one who 'owned' the square the parrot pooped on first. Everyone was screaming so loud that we feared our parrot would die of a heart attack, so we made everyone step back and give him space. He

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finally pooped on #17, making Wesley of *Sunrunner* the winner of the \$20 pot.

After everyone had their tummies stuffed with spaghetti, we moved on to the costume contest. Brian of *Jammin'* took top honors dressed as the 'Breakfast Net'. We all know about 7.083 plus or minus QRM. Well, Brian wore a large black net, in his right hand he carried the mike so he could talk, and in his left hand he held a half-finished cup of coffee. Attached to the 'net' that was covering him was a plate with a fried egg, toast, and sausage — all of which our dog ate before the night was over!

Thanks to everyone's help — especially Linda of *Sunrunner*, the first annual Halloween Madness was a great success.

Cabañas Parida's first annual Thanksgiving Feast wasn't bad either, as we had 25 cruisers join us. Christmas was a little quieter, with just 11 for dinner. It was after Christmas dinner that Boyd Petersen of *Sea Otter* introduced an interesting family tradition: hanging spoons from one's nose. By the end of the night, you can't believe the body parts that people were hanging spoons from!

For those wanting more spoon-hanging information, Boyd can be reached on the new Papagayo Net which meets each day on 4.030 USB at 1400 GMT. This new net is a great way to get information on every aspect of cruising in the region from southern Mexico to Cartagena to Guatemala's Rio Dulce. It's a good net.

Dave and I truly believe we've found paradise and look forward to meeting cruisers of '96 — who we're confident will love this area as much as we do.

— sharon simpson 1/29/96

Ceilydh — Fortune 30

Diane Selkirk

Caught In California
(West Vancouver)

We're part of the Class of '95 - '96, and have been making our way down south from Vancouver. We'd heard a lot about *Latitude* up in cold & rainy land, but didn't lay eyes on one until recently. You folks have a great sense of humor — any chance that you're Canadian?

We admit that the three months it took us to get from Vancouver to San Diego — also known as 'Little Canada' — was a bit on the slow side, but after hanging in San Diego for a few weeks, we realized it's about par for us Canadians. Actually, we think there needs to be a Canadian 'Baja Ha-Ha'. You schedule it for December 1, and most of us Canadians



would be underway by the following week. And there wouldn't need to be a finish line, as most of the Canadians we've met would drop out at the first town with a good beach and a friendly bar.

When we first got to San Diego, we were a bit puzzled why all the American cruisers had gone south and only the Canadians were still enroute. We considered the possible explanations: 1) We have farther to travel, 2) We have slower boats, 3) California is too cool to rush through. But none of those seemed to be the answer. Nope, it comes down to the fact that we Canadians have thicker skins and just hadn't felt cold. And since it wasn't raining, what was the rush?

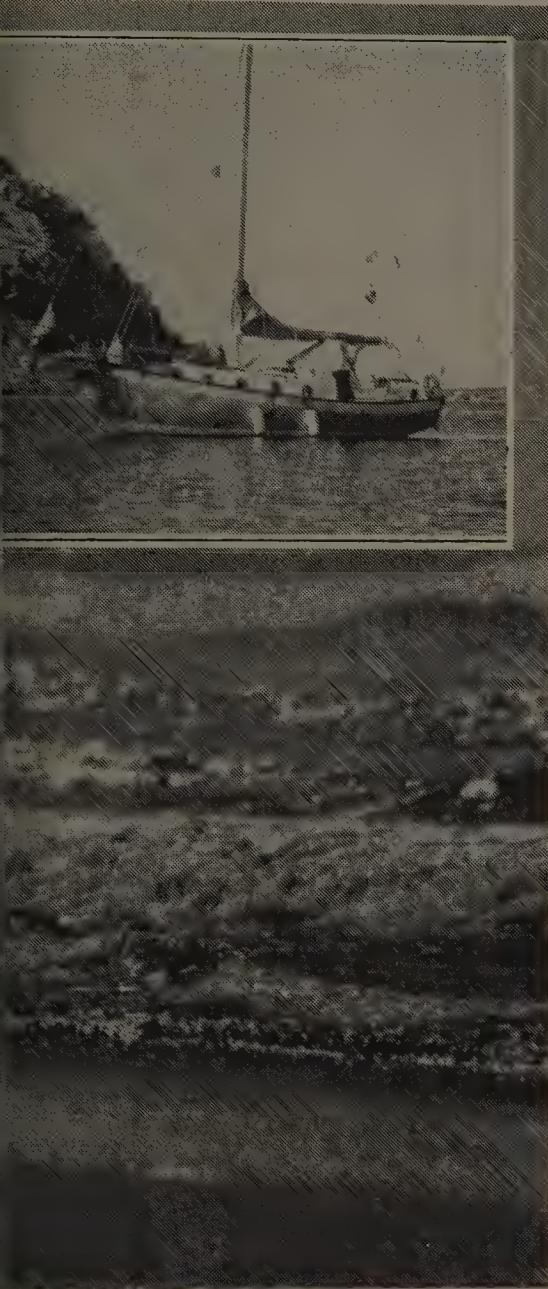
In any event, we've found California to be very cool. We had a great time harbor hopping, and we'd recommend it to others following in our wake. If you're not sailing in steady winds, we recommend taking a break from the thrash and checking out some of

Spread; Canadian Diane creates a striking silhouette strolling on the California sand. Inset; 'Ceilydh' tugs on her hook at Morro Bay.

the towns along the way. We have great memories of anchoring beside sea lions and biking into the redwoods during a stop in Crescent City. And we remember Eureka as a very friendly place; both from the Customs agent who sat with us for an hour over coffee and tried to help us sort out our cruising permit — which we finally got — to Jay at Humboats, who acts as a one-man welcoming committee. He passed on several issues of *Latitude* to us and sure made us feel at home.

San Francisco was, of course, great. But sailing the Bay is something else! You all get out there on your boats, but you've got nowhere to go. It felt to us as though all you do is sail around the Bay trying to get as close as possible to each other without actually coming into contact. It's more like the rush hour than the sailing we're familiar with — which involves evasive maneuvers as soon as you see another sailboat on the

BOTH PHOTOS COURTESY CELYDH



horizon!

As everyone promised, sailing south from San Francisco was pleasant and easy. It reminded us sometimes reluctant offshore cruisers that leaving our protected straits to the north isn't necessarily a flirtation with death. We continued to enjoy the towns on our way south, especially Santa Cruz and the amusement park.

Latitude has been a big part of our trip so far. The information and ideas helped us know what to expect in the places we visited. The common phrase on our boat is, "You know about such-and-such-a-place, we read about it in *Latitude*."

While we were still in San Diego as of the middle of December — emptying our pockets and filling our boat with stuff we never needed before but 'must have' for Mexico — we're pretty sure we'll have made it to Cabo by Christmas. Or Ensenada. Tijuana would count, wouldn't it?

— diane 12/14/95

Geja — Islander 36 Dick & Shirley Sandys Fiji This Time (Palo Alto)

We are teachers who still have to work a few more years before we can retire, but we want to cruise. So we've been crossing the Pacific to Australia by cruising in the summer and 'correcting papers' in the winter. This last summer — during which time we sailed from Fiji to Australia — was both our easiest and most enjoyable to date.

To backtrack a little, in the winter of '93-'94 we left our Islander 36 on a mooring in front of Don Coleman's boatyard in Vava'u, Tonga. Don started the engine periodically, checked the boat visually from shore each day, and also replaced our dysfunctional roller furling system with a better one. Leaving our boat in Tonga was a very positive experience — and we think other cruisers would feel the same.

Our friend Lowden Jessup of Grissette flew down to help with our crossing from Tonga to Fiji when we returned to the boat after a winter of teaching. We sailed out of the Tongan rain and into wonderfully sunny Fiji, where we found things to be the way we'd expected the entire Pacific to be: lagoons, deserted white sandy beaches, reefs, friendly natives, abundant and varied foods, and low prices.

We enjoyed the big city of Suva, which has a cosmopolitan atmosphere that comes with good restaurants and well-stocked shops. The Royal Suva YC has hot-water showers and a great bar full of Aussie, Kiwi, Fijian and other folks from around the globe. During our stay in Fiji, we took a trip up the Navua River on outboard-driven canoes and visited a village to which there is no road. The people live there much the same as they did centuries ago — except for a relatively few baubles of civilization they are able to buy with tourist dollars.

There seems to be a mutually beneficial mixture of cultures in Fiji. The ethnic Fijians have a unique village life that is removed from the stresses brought on by modern materialism. And the Indian citizens — who form a very large minority — seem to thrive on commerce and trade. The tourist can thus enjoy the material things he or she is used to, and at almost the same time be able to explore native villages whose culture hasn't changed for hundreds of years.

The ethnic Fijians and Indians do not see their roles as complementary, however, and are quick to criticize each other's race and/or culture. There are 48 seats in the Fijian

Parliament reserved for representatives of Fijian origin, but just 32 seats for those of other races. This form of 'democracy' protects the original inhabitants, the ethnic Fijians, from being overwhelmed by the more ambitious Indian population, who first came over as indentured workers. The Indians consider themselves to be under-represented, of course, but admit they would end the current social welfare and patronage system if they ever became a majority.

After Suva, we sailed to the Nadi - Lautoka area to pick up our sailing buddies Lon and Mary Jo of the Hawaii-based *Tei Tainui*. We knew this would be the least hectic of our summers and we decided to have some friends along. We tried to sail to their motel near Nadi Airport, but ran aground on a mud shoal and had to

Workers at Fiji's Neisau Marina dig the 'hurricane hole' where 'Geja's' keel sat for 10 months without incident.



COURTESY GEJA

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backtrack to the anchorage in front of the Regency Hotel. We learned from the locals that there are two types of sailors in Fiji: those who've been on a reef and those who will go onto a reef.

Some yachters told us that the staff of the five-star Regency Hotel had made them feel unwelcome when they anchored out front. The Regency is a true luxury hotel, with the most spacious architecture, native artifacts and authentic atmosphere that we've seen, but we were made to feel most welcome. We had dinner and drinks, met some Aussie yachters just in from Sydney, and got a tow back to our boat from the captain of a great big green catamaran.

After collecting Lon and Mary Jo, we bought groceries and then headed back to the boat. But while crossing the lobby of the luxurious Regency, the bottom of one of our grocery bags let go. Boy, were we embarrassed! We were already dressed in wrinkled togs, and now we had to chase our bottles of juice and cans of beans across the lobby floor. In typical Fijian style, the staff offered to help us carry our supplies to our dinghy — which was sitting on their beach.

That afternoon we headed for Musket Cove in the Mamanuha Group and later the Yasawa Islands, dodging reefs and enjoying sunny days all the while. The highlight of the trip was an anchorage off Octopus Resort in Waya's Likuliku Bay. An Austrian couple had recently opened a small resort there to cater to backpackers. The anchorage is in 20 feet of pale blue water that covers a pristine sand bottom. Protection from all but weather from the northeast is provided by a coral reef. When there, we only had to jump off Geja and flipper 100 feet to find ourselves in a well-populated coral garden with visibility of at least 100 feet. The village near the resort was quite remote, so our visit was like stepping a few hundred years back in time.

Who likes summer vacation even more than kids?
Try teachers with cruising boats — such as Dick and Shirley Sandy.

After visiting the village, we returned to the resort where the Fijian chef prepared us island food and an unusual birthday cake for Lon.

Partly on the basis of a recommendation from *Latitude*, we left our boat on the hard for 10 months at the Neisau Marina under the care of manager Alatini Delailomaloma. He told us where to apply to for a six-month extension to our six-month boat permit. The Ministry of Finance replied positively to our request in three weeks, so we had the approval we needed before flying back to work. Geja was left on the hard, her keel imbedded in the ground for protection in case of a hurricane.

We'll have details on Geja's 10-month haulout in Fiji and our subsequent trip to Australia in the next issue.

By the way, The Moorings charter organization at nearby Musket Cove helped us with the navigation problems involved with sailing to the Yawsawas. The Moorings does have charter boats based at Musket Cove, but Fijian law requires that even the smallest of them be skippered by a Fijian captain.

In Tonga the cruising was exceptional and easy; in Fiji it was exceptional but challenging. Sailing from one Fijian island to the other, for example, requires good weather, a study of the charts and currents, and well-honed coastal navigation skills. But you get a great feeling of accomplishment when you safely drop the hook in a new harbor and visit a village that hasn't changed in hundreds of years.

If we hadn't started cruising when we did, we might be feeling too old to begin now. Our best advice — which came from a friend — was the familiar, "do it now!"

— dick & shirley

Readers — A couple of comments, if we may.

To those who've never been to Tonga and Fiji before, they might seem to be pretty much the same. Not so. The primary cruising area in Tonga has many anchorages, but is so small you could sail across it in an afternoon. Fiji, on the other hand, is many times larger and the cruising areas spread out.

While the Tongan people are nice, the Fijians are so nice that at first you wonder if they're putting you on. A taxi driver picked us up at Nadi Airport late one night for a very short trip to our hotel. While the posted fare was \$1.75 U.S., he only asked for \$1.50 — and then absolutely refused a tip of 50 or



even 25 cents! Then he asked if he might be able to come back six hours later — at 0500 — to take us back to the airport for the same ridiculous low fare! Obviously, he'd never been to New York.

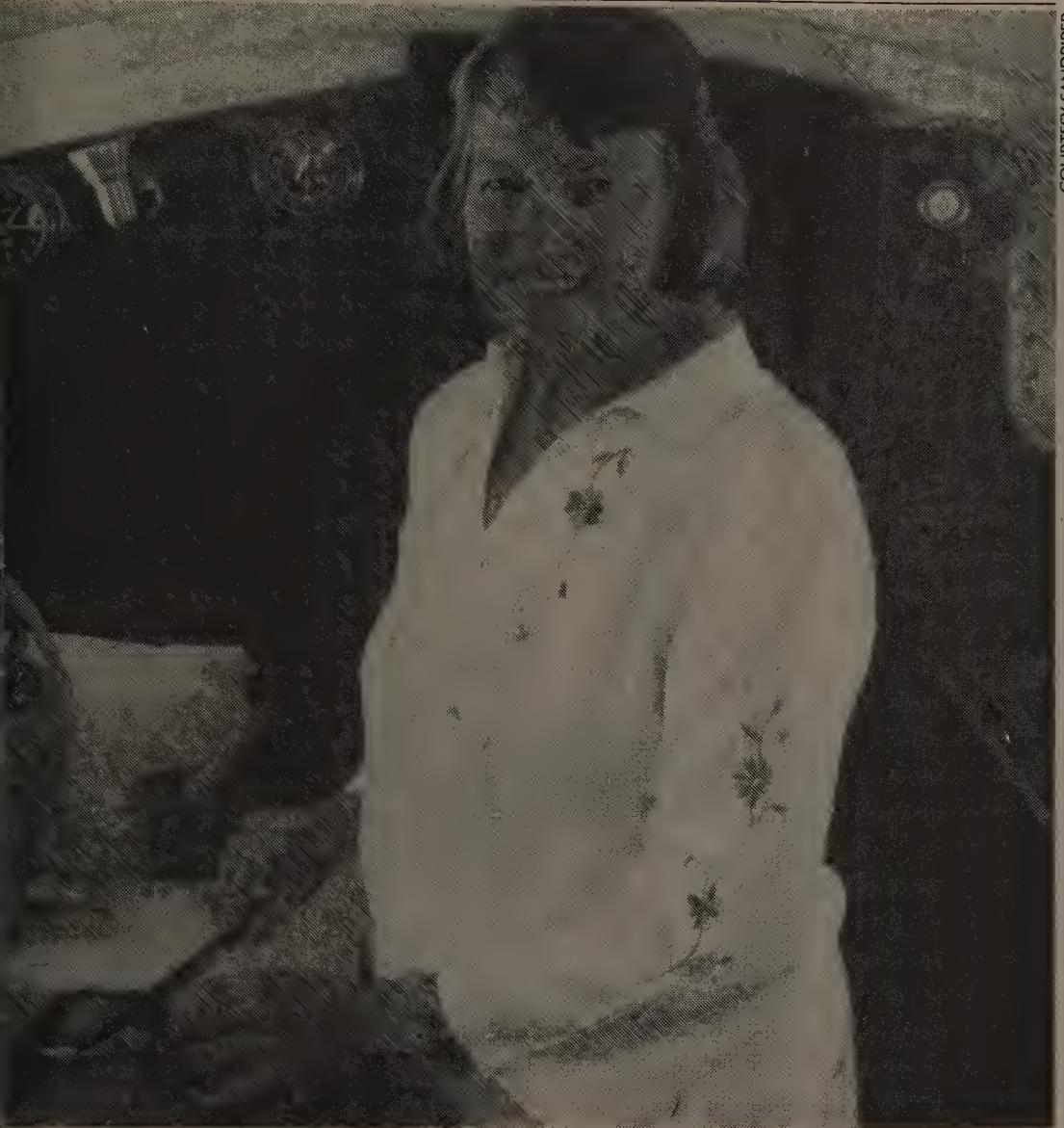
Fiji also has the clearest water we've ever seen; vodka looks murky by comparison.

Sandpiper — Columbia 29
Anne Carlson
Isla Margarita, Venezuela
(Alameda)

Thanks for mentioning my recent book, *Meatless Galley*, published by Seaworthy Publications. You said you were interested in knowing more about me, so here goes.

My boat is a 1965 S&S-designed Columbia 29 which I purchased in Alameda back in 1973. I was told her original name was Miwok, and that she was twice class champ on the Bay. I was a member of the Tiburon — then Paradise Cay — yacht club, and kept my boat there before sailing under the Gate in October of '73. I spent the next two years along the California coast, teaching sailing for the Monterey Bay Yacht Center and at the Pebble Beach YC. I also

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COURTESY SANDPIPER

but there have been good reasons. About 12 months ago our inverter, which provides the 110-volt electricity to our computer, gave up the ghost. We sent it back to West Marine, which replaced it even though it was out of warranty. After we got the new inverter, the converter to the printer blew. We traced that problem back to the inverter again. It turns out it was only putting out 60 volts — about 50 less than required. So we've since bought another brand inverter.

By this time we were in a New Zealand marina where we had shore power — unfortunately the Kiwi system is 220 volts. So we bought a transformer — which put out 50Hz electricity instead of the 60Hz that our computer requires. Sooooo, we were back to waiting for a new inverter. It never occurred to us to write to you the old-fashioned way, by hand. It's too much work, we'd get writer's cramp, and you wouldn't have been able to read it anyway. But now we have a new inverter and converter, no further need for the transformer, and can give you a report on the highlights of the summer of '94 through the summer of '95.

We spent June of '94 sailing throughout the lovely Society Islands, most of which we'd visited in '90 during our first bluewater cruise. Tahiti was bustling; Moorea sensationally beautiful; and Huahine quietly traditional. It was while walking along the main road in Tahaa, however, that we sensed a change we couldn't immediately identify. The road was still unpaved and muddy; the houses were still plywood, open to the cooling sea breezes; the dogs and kids still played along the shore. Finally it came to us: there were now poles spaced along the edge of the road with wire strung between them and periodically branching off to residences. Tahaa has electricity! Friends

Steve Salmon and Tina Olton of 'Another Horizon' and Jim and Sue Corenman of 'Heart of Gold' ham it up with a 'Latitude' in New Zealand.

Spain captivated me, so I spent six years in a private marina near Barcelona where I had a small sail 'loft-ette'. The people were wonderful, as was the business. But with the introduction of the new European Community rules and regulations, I decided it was time to sail on. I crossed the Atlantic in December of '93, and have been cruising the Caribbean ever since.

Perhaps you would be interested in an article on tropical fruits and vegetables, the subject of a book which I am currently writing. Also, I have almost finished a manuscript of short stories based on my cruising experiences, including one year when I worked in Samoa.

— anne carlson 11/95

Anne — You've obviously led and continue to lead a fascinating life. We — and we're sure our readers — would be interested in any articles and life experiences you would be willing to share with us.

Another Horizon — Valiant 40
Steve Salmon and Tina Olton
Mooloolaba, Australia
(Berkeley)

It's been over a year since we've written,

COURTESY ANOTHER HORIZON



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from back home are writing us about the latest electronic controversies of publishing on-line, e-mail on the net, and so forth, and here in Tahaa they're just getting electricity.

From Tahaa we sailed to Bora Bora, which is a turning point for many American cruisers. For a number of reasons it's the natural point of decision; do you commit to continue sailing west, or do you head north and back to the States? We were sad to see so many of the friends we had been travelling with for so many months sail out the pass and head north — but happy that we'd be continuing west with the next weather window.

We sailed to Suvarov — Suvarov, if you prefer — 700 miles to the northwest. We approached this island with care, as the number of shipwrecks on the atoll's reefs is a testament to its dangers. We found the pass to the interior lagoon to be more than a mile from its charted position! This kind of experience is becoming more common as navigation tools of the late 20th century are being used with charts from the 19th century.

Suvarov is legendary now, but we found it to be as magical as we had hoped. The only human in residence was a caretaker. The rest of the atoll had been given over to nature — with sea bird rookeries, turtle colonies, *motus* crawling with coconut crabs, and idyllic palm-lined beaches.

From Suvarov it was about 450 miles to Pago Pago, American Samoa. We arrived determined that we would not be influenced by the many negative descriptions we had heard: that Pago Pago was wet, filthy, noisy, smelly, and had bad holding ground.

Alas, it rained four of the five days that we were there. Actually, 'torrential downpour' is a more accurate description than 'rain'. Then there was a major diesel spill that coated our hull with a slimy yellow stain, and plastic garbage that constantly drifted by. A large generator plant droned away day and night, while the tuna processing plants periodically emitted putrid effluents into the air.

When it came time to raise anchor, we had to use both primary winches as well as the electric windlass to pull up the hook — which had snagged a large coil of cable, rope, fishing line, a T-shirt, a bicycle helmet, and a pile of the ever-present plastic bags — to name just a few of the identifiable artifacts. The anchor had held, but we can't imagine how.

Pago Pago's only saving grace was the cheap provisions. A gallon of diesel, for example, was 76 cents, and two liters of



vodka were just \$7.50. Our only regret was that we did not give the rest of American Samoa a chance. We understand that outside of Pago Pago the island is quite lovely and the residents as friendly as you'd expect in French Polynesia.

After five days in Pago, we were happy to make an overnight passage to Western Samoa. We arrived at first light and entered the lovely harbor of Apia, Western Samoa's capital. It was everything Pago was not. While we were frowning most of the time in Pago, we smiled at seemingly everything in Apia.

Typical of what makes Western Samoa fun is that at 0800 every weekday the Apian police force parades to work down the main street — to the sound of their own 20-piece band playing Sousa melodies or British military tunes. The force marches along smartly in their unique uniforms which consist of smoke blue tunics and *lava lavas*, white pith helmets, and sandals or bare feet. As they parade down the street, traffic from both directions comes to a halt. Then everyone waits while the Western Samoan flag is raised in front of the government buildings, the national anthem is played, and the return march completed. We never tired of watching this enjoyable ritual.

The crews of 'Another Horizon' and 'Neeleen' returned to Tahiti after 5 and 20 years respectively. They found it's still the same.

After our delightful week on the main island of Western Samoa, we applied for permission to visit the western island, Savai'i. This is a very traditional Polynesian island that can only be visited after getting a hard-to-obtain permit. We anchored in the small harbor of Asau at the Western end of the island. Although the people were mainly subsistence farmers, they were exceptionally friendly and quick to welcome us into their homes where they always served food and drink.

Our next passage was a little over 200 miles northwest to Wallis Island. The pass through the coral reef to the interior lagoon is very narrow and the tidal currents can run as high as 10 knots. Since the pass is on the windward side of the island, the outgoing current often meets the incoming sea swell, and we were warned that very big standing waves could be expected. The best time — the only time, we surmised — to enter would be during the 45 minutes of slack water after low tide. Having arrived too early, we had to heave-to outside the pass for 15 hours to time our entry. But transiting the pass was terrifying even at the 'right time'. The wind was blowing 25 knots and the sea swell was about eight feet and rough. We were tossed

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LATITUDE 38/RICHARD



from gunwale to gunwale as we tried to pick out the narrow opening. With Stephen up in the rigging yelling directions, and me just yelling to vent my anxiety, it was quite an exciting time.

Wallis — and its neighboring island of Futuna — are French possessions just like French Polynesia. But Wallis and Futuna are isolated in more ways than one. They are Polynesian islands on the edge of Melanesia, their 'Western language' is French while everyone around them speaks English, and they are possessions while their neighbors are independent.

Wallis has a population of 8,000, of which only about 400 are French ex-pats. It is not often visited by cruising boats. There were three other boats while we were there, and they flew the flags of Norway, France and Russia. Customs officials told us they get about 12 foreign yachts in a year — a trifle compared to the 1,000 or more that annually call on our next destination, the Vava'u group of Tonga.

Visiting Wallis on the way between Samoa and Tonga is not something we'd recommend, as we had to beat 350 miles into the southeast trades to reach Vava'u. The 34 islands of the Vava'u group are hilly and thick with vegetation. They reminded our Seattle friends of the San Juan Islands, but with palms instead of pines. The basket

craft of these islands is legendary — as are the basket boats that literally bump into you at every anchorage. The baskets are superb, however, and everyone on our Christmas list got one.

We spent two months in Tonga and had many wonderful experiences. If anyone is looking for an interesting South Pacific charter destination, the Vava'u group gets very high marks from us. It's got everything: smooth sailing, a jillion anchorages, good food, locals who are true to their heritage, and a variety of things to do and see.

Our most enjoyable experiences in Tonga included Agriculture Day in Neiafu with the King in attendance; sailing through the Ha'apai group on the way to Nuku'alofa; and attending church at the 'King's Chapel' — which seats 2,000 and was packed. Although the church choirs throughout Tonga sang Western music such as Handel and Mozart rather than native tunes, their singing was exceptional.

In Nuku'alofa we awaited a weather window to head south for New Zealand. With the events of the Queen's Birthday Storm fresh in everyone's mind, there was much anxiety among the yachties. We elected to stop at Minerva Reef on the way, and thus reduced the size of the weather window needed to reach New Zealand.

Minerva is an exceptional place; it has no land at all, although most of the reef partially dries out at low tide. This stop would have been very risky just a few years ago, but because of GPS it's become a favorite with yachties. Although the reef is still almost pristine, we can't help but wonder what the effect of a greatly increased number of calls by sailors will have.

Our passage to New Zealand was without incident, and we arrived in Auckland on the 11th of November. What a culture shock! After so many months in Third World countries, the sprawling suburbs, cantilevered bridges, and highrises took us by surprise. We found New Zealand clean — 'tidy' is the term they prefer — modern, beautiful wherever we travelled, and the people exceptionally friendly. A thoroughly delightful place!

We spent the southern cyclone season in New Zealand, getting *Another Horizon* in shape for the next sailing season and wandering through the countryside of both the North and South Islands. We left in late April amid the Section 21 controversy. We filled out the form, had the inspector on

board, and went our way. It's truly unfortunate this controversy has reared its ugly head in what is otherwise a friendly, beautiful country.

— steve & tina 10/95

Neeleen — Whiting 45
Ralph & Kathleen Neeley
Panama To Papeete
(Tahoe Village / Santa Cruz)

Since the Wanderer visited us at Panama's Pedro Miguel Boat Club in February of '95, we've sailed to the Galapagos, Marquesas, Tuamotus, Tahiti, Moorea, and now Raiatea. We were accompanied by our two cats, Athena and Cerci — who at 18 went to sea for the first time in their long lives.

We left Panama on March 16 and had a seven-day motorsail to the Galapagos. It then took 18 days of sailing in 'washing machine' type conditions to reach Hiva-Oa in the Marquesas. This passage was the longest Kathleen has ever made and just one day short of Ralph's longest.

Folks who've been to the Marquesas know that it's not easy to get from the boat to shore — or even around on shore. As such they'll be able to appreciate that these islands weren't particularly user-friendly for Kathleen, who is in a wheelchair.

Ralph Neeley fools around at the Pedro Miguel BC workshop. Although his wife is in a wheelchair, they're very active cruisers.



LATITUDE 38/RICHARD

CHANGES

Fortunately, the three atolls we visited in the Tuamotus — Takaroa, Apatika, and Toau — all had 'accessible' docks. They also had beautiful snorkeling with live coral and numerous fish. It was like an aquarium!

We arrived in Papeete in June, 20 years after our first visit. Other than a lot more cars and pollution, we noticed little change. On our way to haul at Raiatea, we briefly stopped at beautiful Moorea, which has been built up somewhat since '75.

There are two haulout facilities on Raiatea; Raiatea Carenage and Raiatea Marine. They are located next to each other on the northwest corner of the island, which itself is about 100 miles northwest of Tahiti. Both facilities have haulout and storage areas, but Raiatea Marine also has in-the-water storage.

The Carenage utilizes a 25-ton Travel-Lift and a 12-ton railway platform; Marine uses a railway type cradle on wheels with a 25-ton limit — although their tractor can only pull a cradle with 18 tons on it.

I felt more comfortable with the Carenage's ability to set Neeleean down perfectly level so we could more easily live aboard. Since our boat sits particularly high when out of the water, the yard built a custom steel cradle for additional support. The prices are about the same at both yards, but for larger boats such as ours, I feel the Carenage is the way to go.

The service we got was outstanding, and Dominick the yard manager — who speaks excellent English — took care of our two cats while we were back in the States. You can't beat that for special attention!

The Neeleys were delighted with 'Neeleean's haulout at Raiatea Carenage. The prices were reasonable and the service was terrific.

Since going back into the water on September 20, we've been tied up at The Moorings dock at Apooiti Marina on Raiatea. We received permission to stay in the Society Islands for the next six months — or until cyclone season is over. When the weather is more settled, we'll sail around Raiatea, Tahaa, Huahine and Bora Bora.

All that *Latitude* has written about French Polynesia has come true. Since you're our only source of news in English — besides Radio New Zealand International — we eagerly await each issue. We have them flown down each month.

— ralph & kathleen 11/95

Ralph & Kathleen — As always, the two of you are a great inspiration to others.

**Melissa — Spindrift 43
Pepe & Susana Maxwell
Down Mexico Way
(Seattle)**

We thought we'd drop you a note about our impressions of Z-town this year — as well as a reminder to everyone about Sea of Cortez Sailing Week.

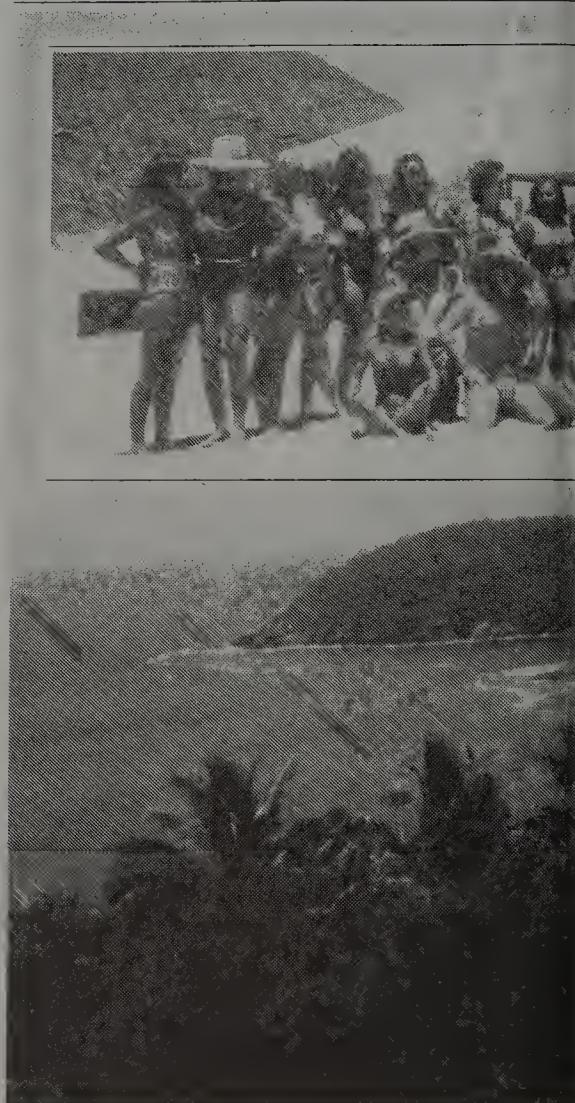
We arrived in Z-town two days before Christmas to find the anchorage at Playa Principal — right in front of town — chock-a-block with cruisers. Playa Rosa wasn't as full as it was last Christmas, however, so we anchored as close to Las Gatas Beach as we could. From then on we were 'Las Gatans' on the net.

The weather in Z-town has definitely been different than it was last year. The air temperatures have been cooler and the water has only recently cleared up enough to see the bottom, and the water temperature has finally gotten back into the low 80°s. I swam to La Ropa Beach from Melissa one day when the water was 77°; I thought I was gonna freeze!

A disturbance came through on December 30 with winds reported to as high as 40 knots, and not all anchors were set for it. Our stern hook let loose, but we still had enough room swing on just the main anchor until things calmed down. There were even more fire drills in the main anchorage, but no serious damage.

The troubled Mexican economy has also had an effect on Z-town. While Mexico has become very affordable for foreign visitors once again, we haven't seen the throngs of Mexican vacationers that we did the previous two years.

Friends are familiar with our constant search for musicians to jam with — and we

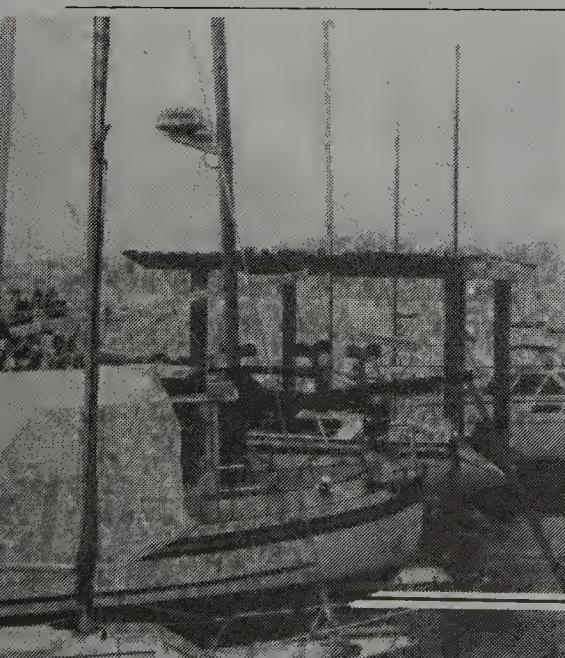


found what we were looking for in the crew of the Bainbridge Island-based *Gumbo Ya Ya*. Kurt and his sons Korum and Jherek play piano, drums and bass, while mother Nancy provides moral support at all the performances. In addition, Jim from *Passages* plays all the Jimmy Buffet songs we love to sing along with. We all played at Noemi's restaurant several times, and even organized a New Year's Eve function at Gitano's on La Ropa Beach. It was a rousing success, as Gitano's has great food at affordable prices, and owners Luis and Juan Carlos add their own charm and sense of humor.

We hope to talk both *Passages* and *Gumbo Ya Ya* into attending Sea of Cortez Sailing Week, but it's hard to get a commitment from cruisers. As usual, there's a group that's been organized for folks bound for the South Pacific, and another group for folks bound for Panama. Not wanting to be left out, Pepe and I decided to create a group for folks headed north to the Sea of Cortez this spring. We're calling ourselves the 'No Clue Northbounders'.

So we hosted a hors d'oeuvres potluck at Owen's at Las Gatas — a must for anyone who visits — and all the 'No Clues' rose to

RALPH NEELEY



IN LATITUDES



SPREAD COURTESY HILDA THE SWIMMER; INSET, PEPE MAXWELL

Spread; Z-town, the cruisers' favorite, as seen from the 'Parthenon'. Inset; the bathing suit competition at Sailing Week is partly a drag.

the occasion with great finger good. The reason for the potluck was to encourage the northbounders to head for the Sea of Cortez in time to enjoy the beauty of the Sea in the spring and summer — and to attend Sea of Cortez Sailing Week.

Speaking of Sailing Week, this year Pepe volunteered to be Sail Week Chairman. Don Crownover was chairman for '94 and '95, and thanks to his management skills and countless hours of work, the job of chairman is now much less challenging. Some of you may remember that last year Pepe and I ran for Sail Week King and Queen. I was crowned the Queen, but someone other than Pepe was voted King. So this year Pepe wants to be 'god' — spelled with a small 'g'.

Thanks to the sponsorship of the Club Cruceros de La Paz, Sailing Week will begin on April 20 in La Paz. Here are some tips for folks considering attending Sailing Week:

1) Come to Sailing Week with an open mind about having simple fun. Last year one boat with several children didn't attend because they'd gotten the mistaken impression that Sailing Week was a drunken

brawl highlighted by wet T-shirt contests. While we can't control what might happen on one or two boats out in the anchorage, Chairman Pepe wants to assure everyone that all beach activities have been and will continue to be consistent with family style entertainment. The family aboard *Nanamuk*, for example, may not attend again this year because they had so much fun last time they worry they'll be disappointed.

There will, for example, be a volleyball tournament, horse shoes, all types of board games and card tournaments, sand castle and sculpture building, a shipwreck party, dinghy-in movies, a beer belly contest, contests of all sorts, music on the beach at night, and even a little sailboat racing. Cruisers with children will remember Sailing Week for a long time.

There will be men's and women's bathing suit — not bikini — competitions, but these are silly 'non-events' in which even the most out-of-shape folks get a big round of applause just for being themselves. As for the women's swimsuit competition, each year there seems to be more and more entrants with beards and bulging muscles — so it's really nothing more than good-natured foolishness under the bright Baja sun.

2) Get to La Paz in time to attend the opening ceremonies, as there will be food,

beverages, entertainment, and nominations for King and Queen. We're hoping to once again have opening ceremonies at the navy Officer's Club, which has a beautiful setting and is close to Marina de La Paz.

3) Arrive in La Paz early enough to take advantage of the provisioning services that the Club Cruceros, Marina de La Paz, and others have to offer. Sea of Cortez Sailing Week is seven days of fun, food, and parties, but you have to remember there are no facilities or stores within 20 miles of Isla Partida, where most of the Week takes place. Since you must bring everything, it's great that beer and soda trucks will come right down to the marina.

4) When provisioning, remember that there will be big chili cooking and dessert contests, as well as several potlucks.

5) With lots of boats attending Sailing Week, it's necessary there be some organization. Last year a few folks were put off by the fact there was a schedule of sorts; but let's face it, there have to be some constraints on time or nothing will ever get done.

So there you have it, the not quite complete guide to Sailing Week. Come join us at beautiful Caleta Partida for a week of fabulous fun and games.

P.S. Hi Molly, we miss you!

— pepe & sue 2/15/96

Cruise Notes:

In the off chance that anyone has forgotten, **Sea of Cortez Sailing Week** will be held April 20 - 28 this year. Although the festivities start in La Paz, most of the action takes place at uninhabited Isla Partida about 20 miles to the north. Sailing Week provides a great opportunity for cruising friends to gather one last time before the

Kids at last year's Sailing Week had a terrific time. Event Chairman Pepe assures everyone that all beach activities will be rated 'G'.



PEPE MAXWELL

CHANGES

season is over and everybody heads off in different directions. It also offers a unique chance for people trapped in the 'real world' to visit their cruising friends for a taste of the good life. Judging from the cool group of folks who cruised south this season, we anticipate this might well be one of the best Sailing Weeks in years. Please see the previous *Changes* by **Melissa** for details.

Sailing Week is sponsored by the **Cruceros de La Paz**, which just elected a new slate of officers. Margurite Brosing (**Venus**) replaces Marta Sutton as Commodore; Neal Chaney (**El Gato**) is Vice Commodore; Bud Balone (**The Mariner**) Rear Commodore; Barbara Lawson (**Fandango**) Treasurer; and Kaye Gillette (**Wanderosa**) Secretary. The Club's membership holds steady at about 450 thanks to reasonable dues.

Outgoing Commodore Sutton reports that it's been a very mild winter in La Paz — both climatically and politically. The winds have been unusually light and the days comparatively warm. And there haven't been any significant problems between yachties and the Port Captain or any other officials.

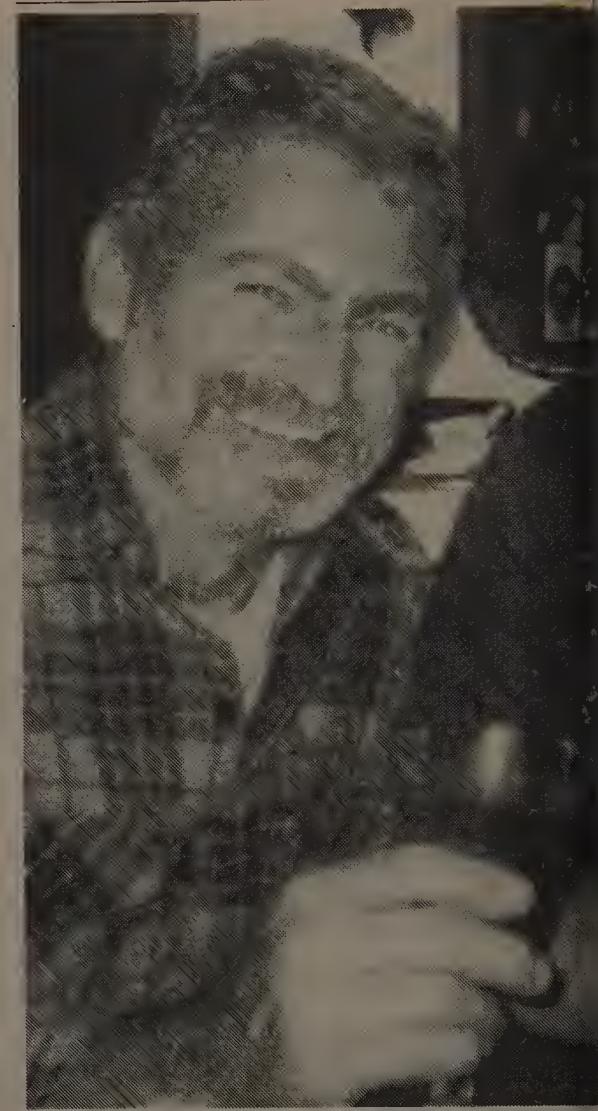
What's a sailor to do if he or she can't make Sailing Week but still wants to enjoy some collective fun in the Sea of Cortez? Ernie of **Unicorn** recommends the Hidden Harbor YC's first annual **Loreto Fest** on May 24 - 26 at Puerto Escondido. The three-year-old club with a membership of 300 will

kick off the festivities with a potluck and horseshoe competition on Friday night. Saturday morning participants will have a chance to "show their appreciation for local waters" by means of a beach cleanup. It's a most commendable idea. After that, there will be volleyball, more horseshoes, and a BBQ. Sunday will see spear and pole fishing contests, blindfold dinghy races, and swimming events — followed by awards with prizes from local restaurants and merchants. The fest will conclude with a fish cook-off on Sunday night.

Ernie reports that not only is everybody welcome to attend Loreto Fest, but that it's free! Many members of the Hidden Harbor YC have intimate knowledge of the Sea of Cortez, and if you schmooz them a bit, you might be able to get some tips on the best 'secret spots'.

"Our lives are fun — and full of blown out sails!" report Lowell and Bea North of the Tayana 52 **Wanago** from the Atlantic Ocean's St. Helena. They, along with Lyle Taft, are sailing from Cape Town, South Africa, to the Eastern Caribbean. "We love it here at St. Helena, which is nicknamed "the most remote island in the world," say the Norths, "and have left copies of *Latitude* at Ann's Place, a fine restaurant, and Dot's Cafe, which has great home cooking."

Lowell North, of course, was the founder of North Sails. Lyle Taft is the wife of Steve Taft, who managed the North loft in



Alameda for many years. Steve had to work and couldn't make the trip.

Speaking of North Sails alums, Dick Deaver — who ran the Huntington Beach loft for many years — and wife B.J., left their **Farr 55 Outa Here** in Turkey so they could

Some Like it Hot!

- 312) **Gwennan of Cambria** / Tay. 37 / R. & N. Thorne / Newport.
- 313) **Harrler** / Finn Flyer 31 / Ken Roper & Tony Bucci / LA.
- 314) **Shadowfax** / Valiant 32 / Mark & Valerie Riegel / SF.
- 315) **Carefree** / I-36 / Garry Walsmith & Fred Brown / New Mexico.
- 316) **Odyssey** / Unknown / Unknown / Key West, Florida.
- 317) **Minerva** / 45' Rhodes Custom Steel / B. & C. Grant / BC.
- 318) **Wild Turkey** / Cal 246 / Mike & Winifred Larson / Geneva, IL.
- 319) **Bon Ami** / Pearson 44 / Greg & Kris Mattes / Seattle.
- 320) **Lady Geraldine** / Nordlund 61 / J. & N. Elkins / Seattle.
- 321) **Zwerver II** / 36' sloop / Nyhof & Haworth / Circumnavigating.
- 322) **Malolo** / Gilks 47 / Bolton, Boy, Furgl / Honolulu.
- 323) **Island Star** / Tartan 37 / W. Gorsline & L. Morris / Boise, ID.
- 324) **Freebird** / Union 36 / Bruce & Lyn Foltz / Oceanside, CA.
- 325) **Cruzing Time** / Yorktown 35 / M. & Vicki Roe / Loveland, CO.
- 326) **The Nona Lee** / Shannon 51 / Barker et. al. / Seattle.
- 327) **The Maya** / Cal 29 / Herb Roy & Chi / Santa Barbara.
- 328) **Lysistrata** / Tayana 37 / Peter Anderson / San Francisco.
- 329) **Tin Cup Chalice** / 37' Trawler / Goodwin & Mercer / SD.
- 330) **Ariade** / Cal 39 / Roger Bohl & Alice Lavingne / Alameda.
- 331) **Vivid** / Morgan 40 / Dan & Marta Campbell / Seal Beach.
- 332) **Osprey** / Tatoosh 42 / P.L. & K. Mondloch / Port Orchard, WA.
- 333) **Iron Rose** / HC 38 / Ken & Helen Cramb / Port Alberni, BC.

- 334) **J. Henry** / Unknown / Primeay & Boom / Port Alberni, BC.
- 335) **Happy Hours** / I-36 / Ev & Anne Fenton / Newport Beach.
- 336) **Atires I** / Cheoy Lee 36 / B. Greenway, H. Salt / Vancouver.
- 337) **Nelly Bly** / Langsell 38 / Richard Dupuy / Morro Bay.
- 338) **Kea** / Ericson 35 / David, Angela, Nancy & Anna Howie / SD.
- 339) **Ar Seiz Avel** / Custom 42 / Paul Mulder / Vancouver.
- 340) **Lasqueti** / 63' Ketch / J. Oakes et. al. / Port Alberni, BC.
- 341) **Tabasco** / Pearson 32 / J. Collins & Stephen Childers / SF.
- 342) **Brandywine** / 45' Yawl / K. & N. Nordstrom, M. Comtois / SD.
- 343) **Jorcat** / Columbia 34 / Rivers & Black / Bainbridge Is., WA.
- 344) **Evyrdice** / 50' Schooner / Chuck & Joy / Half Moon Bay.
- 345) **Rocinante** / Beneteau 42 / Alex Malaccorto et. al. / SF.
- 346) **Clemente** / O'Day 27 / Unknown / San Diego.
- 347) **Libelle** / Roberts 44 / Unknown / Seattle.
- 348) **Sara Bella** / Columbia 56 / Johnson & Ladd / Newport Beach.
- 349) **Carra II** / 43' Cutter / Allcroft & Bachand / Vancouver.
- 350) **Magic** / 30' Sloop / Yoslov, Clements, Randy & Michele / SF.
- 351) **Quiet Times** / Cal 46-3 / Unknown / San Francisco.
- 352) **Pacifico** / Stevens 47 / Unknown / Unknown.
- 353) **Kolo** / Kettenberg 32 / Dan, Barbara & Bob Todd / SF.
- 354) **Second Wind** / Westsail 32 / Unknown / SF.
- 355) **Baci** / Kaufman 47 / Gianni & Julieanna / San Pedro.

IN LATITUDES

BEA NORTH



Cruisers of distinction: At the far left is Serge Testa, who holds the record for sailing the smallest boat around the world. In the middle is Anthony Stewart, who holds the record for sailing the smallest open boat around the world. At right, Lowell North, who is nearing completion of a circumnavigation with his wife Bea aboard their Tayana 52 'Wanago'. While the photo was taken in South Africa, the Norths are currently halfway to the Caribbean.

return to the States for Christmas for the first time in six years. "This whole concept of civilized life is too busy for us," they write — although they have been enjoying seeing old friends.

The year 1994, when the Deavers were sailing in the Indian Ocean, certainly wasn't one of their best, as they had a number of "boat adventures". But things really turned around in 1995. "We and our wonderful 'home' had a vintage cruising year of 5,236 miles," they write. "Sailing from Kenya up the Red Sea to Cyprus, Turkey and Greece was exciting, educational, challenging, and relaxing. While in the Red Sea alone, we stopped at four countries and 25 anchorages."

During their travels in the Eastern Caribbean, the Deavers crossed paths with Ed & Sandy Martinez's San Francisco-based Tayana 47 **Peregrina**; the Long Beach-based **Cannibal**, and Latitude's **Big O**.

"Although we've come home for a few weeks, we have our Crealock 37 **Tropic Bird** in the Rio Dulce," write Glenn and Jane Goldsmith of Gilroy, "and thus can give you an update on Bill and Renee of **Tan-Tar-A**. Not only are they still at the Rio, but they've taken over the restaurant at Mario's Marina

that used to be called Joe's Diner. It's been renamed Anchor's after their dog — and we're proud to say we thought up the name. Our reward was a free dinner with our friends Herb and Nancy Payson of **Red Shoes**, another Crealock 37.

"Bill and Renee serve great food and throw terrific parties, so we're sorry we had to miss a couple of them. On one occasion we were out at the Belize Cays, which reminds us that we want to report how much we've enjoyed cruising in the southern cays. They're quieter as most of the activity is up closer to Belize City. Anyone headed that way should know that you can leave Guatemala for a couple of weeks, go to the Sapodilla Cays, and return to Guatemala without actually checking out of Guatemala or into Belize. Just let the officials know that you're doing it."

"There are some great diving and snorkeling spots in the southern cays, and the fishing is good — especially near Nicholas Cay. Another of our favorites is Tom Owens Cay, which is a few miles further up the reef. We spent some time at Placentia, which is a quaint and very quiet village with fresh water available from nearby Big Creek. I also took an inland trip to a couple of small Mayan ruins in the area,

but haven't gotten around to the Jaguar Reserve yet. We plan on continuing to Florida, but right now we're having such a good time in the Guatemala - Belize - Honduras corner of the Caribbean that we're going to stay a little longer."

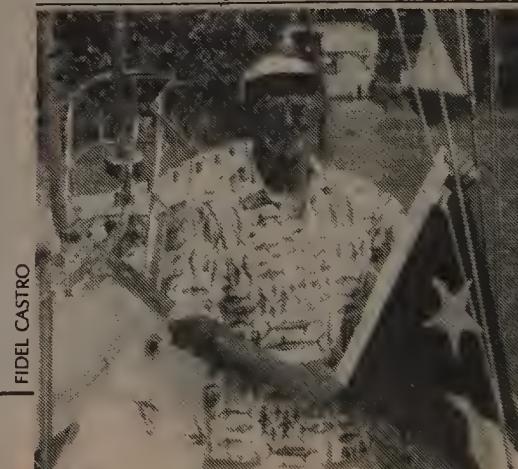
Skipping back to Bill of **Tan-Tar-A** for a minute, the Wanderer first him in Puerto Vallarta in the late '70s when Bill was singlehanding his Challenger 40 back from Panama. Ironically, it wasn't until a letter from Tom Hughes arrived just a couple of weeks ago that the Wanderer learned that Bill's last name is Pierce, that he used to work at IBM with Hughes, and that he once lived in Alameda. Cruising acquaintances can be just that casual.

Anyone for the Cuban Slide? Bruce Ladd and his Redwood City-based Valiant 40 **Mo'Betta** are about to depart the Virgin Islands for the Dominican Republic and then six weeks along the north coast of Cuba. Su Brodsky of Mill Valley will crew. After a quick sail to Miami, Ladd will head upwind for the beat back to Antigua and April's Antigua Sailing Week.

Are Su and Bruce concerned that the U.S. government might give them trouble for sailing to Cuba. "Naw," says Su, "not at all." Of course, that remark was made before she learned that the Cubans shot down two Cessna aircraft operated by Cuban 'freedom fighters'.

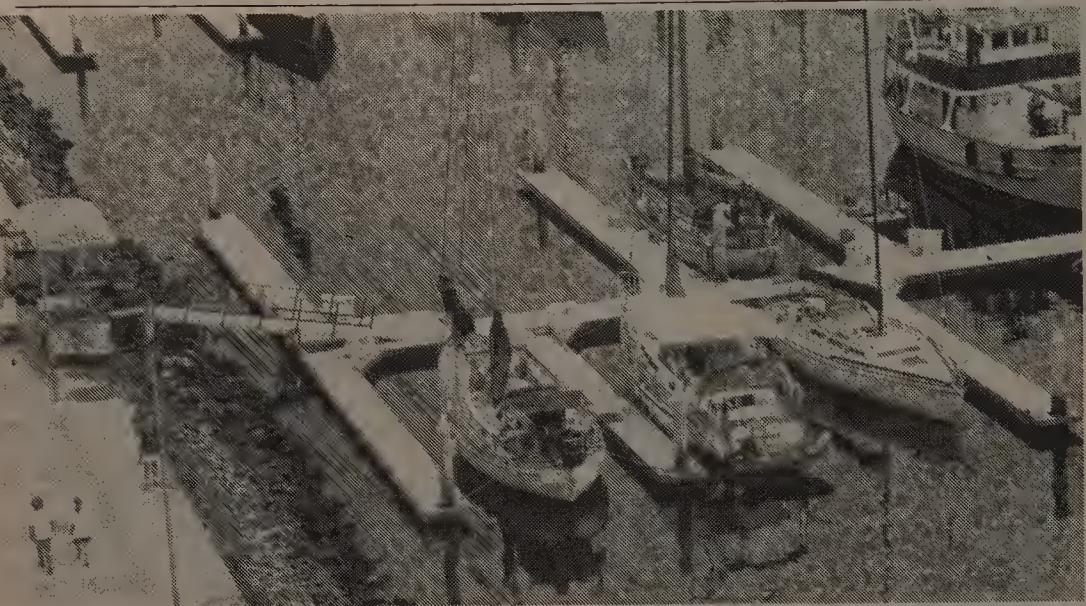
Greg Walsh, publisher of **Ocean Navigator** magazine, recently took that magazine's 88-ft training ship schooner **Ocean Star** to Cuba — with the permission of the United States government. Even though they used a low-cost Maine lawyer to help them through the bureaucratic maze, it still cost several thousand dollars — and a lot of time. And when they arrived at Hemingway Marina outside of Havana, they found it was filled with American-flagged

Believe it or not, almost as many U.S. vessels checked into Cuba's Hemingway Marina as into Cabo San Lucas last year.



FIDEL CASTRO

CHANGES



LATITUDE 38/RICHARD

vessels that hadn't asked for or bothered to acquire government permission to visit that Communist country.

Tony Bartelme of Charleston, one of the journalists aboard *Ocean Star*, found Havana to be discouragingly run down — but thought the people were fabulous. "They are friendly, engaging, genteel — and happily bear their burden," reports Bartelme. "Don't get me wrong, they weren't jumping for joy or anything, but they were content: which is more than can be said for many of us in America."

The real appeal of Cuba, Walsh and Bartelme seemed to agree, lay outside of Havana proper and away from its millions of residents trying to survive in abject poverty. We'll be taking *Big O* to the less populated, less spoiled south coast of Cuba in late May and early June. If you're looking for a different kind of adventure, you might want to join us. See the ad in this issue.

Remember when everybody was sailing way out to the Revillagigedo Islands to frolic with the **giant manta rays**? Maybe such a long trip wasn't necessary. According to one of this year's Baja Ha-Ha vets, who asked to remain anonymous, he and his crew — who on land is confined to a wheelchair — had a great time swimming with huge rays at Islas Tres Marias not far from Puerto Vallarta in Banderas Bay. "Some of them had a wing span of at least 10 feet," he marveled.

The rays weren't the only sealife in Banderas Bay. "We saw at least 40 whales," said our source, "and caught a four foot dorado. And when we anchored off Mismaloya and hoisted the cocktail flag, you should have seen how many Canadian women swam out to the boat!"

From all appearances, cruisers have taken to Puerto Vallarta with a vengeance. Every slip at big Marina Vallarta, for example, is taken. One of the reasons is because the marina is being managed well. "It's spotless," says the Ha-Ha vet, "and it gets cleaned everyday." And the Mexican slip mates are

Here's a sight you don't see anymore — open slips at Marina Vallarta. The slips aren't cheap, but yachties think they're a good value.

terrific, too. "The Mexican folks with the boat next to mine are just great. When I'm gone they watch and wash my boat for me, and when I have to go to the airport they insist on giving me a ride!" With no room in the marina, there were at least 40 boats anchored out up at La Cruz. "That's a neat little town, too, with roosters waking you up in the morning."

According to a number of cruisers we've spoken with, there's just a whole lot to like about Puerto Vallarta. The climate is near the top. "Every afternoon about 1300 the wind comes up and blows 12 to 15 knots — which is ideal. The daytime temperature is about 85°, evenings are perfect, and the lows are in the high 60s. If you go a little further south, it's more humid; a little north, it's more arid. So it's all you could ask for. Then there's the active social and nightlife; with all the tourists and cruisers in town, the bars and beaches are full of friendly people."

The conclusion of our expert: "It's fun. I'm happy I have my boat there."

One of the nice things about Puerto Vallarta is that you can get there cheap. Sun

There's no McDonalds at Mag Bay — at least not yet. In any event, you'd get more personal service at the Mira Mar.



JOHN McDONNELL

Trips charters puts their passengers on Allegro Airlines for \$270 round trip — airport tax, lunch and drinks included. And the aircraft are new German-built jet aircraft.

Everybody needs a **little change** from time to time. Subscribers John and Kim Celi have sent in a change of address indicating they've moved aboard a boat in Melbourne, Australia, and are headed to the lovely South of France. So they won't be needing their 'tudes sent to Chicago anymore.

"Seven years ago our cruising equipment consisted of a stack of sailing magazines and the seed of a dream. We were landlocked by a mortgage, two young children, two jobs — and no boat!" So write Rick and Christie Gorsline of the Northwest-based Crealock 37 **Nanook**. "Today we don't own a home or cars. We quit our jobs and our children are on their own. We're now novice cruisers sailing in Mexico, who in a year or two plan to head to the South Pacific, New Zealand, and the rest of the way around the world."

Personal P.S. to Rick & Christie: It's in the mail. Our apologies.

The 'M' is for Mira Mar — not McDonalds. When Ben Carter of Evergreen, Colorado, sailed his N/N 445 **Incognito** down the Baja coast with John McDonnell, Pat Malone, Joe Knopinski, and Mark Nielsen, they pulled into Mag Bay hoping to find a little fuel and food. The Port Captain was nice enough to make arrangements for the diesel, so the troops stopped for dinner at the Mira Mar Restaurant. The place is nothing more than a few tables placed on the front porch of a family's home that overlooks the shore. But what's wrong with that? During pre-dinner cervezas, the town's generator crapped out, throwing the entire village into darkness.

"Our host was very apologetic," remembers McDonnell, "because without lights they were having trouble preparing our meal. Being the 'ever-ready' sailors they are, the crew of *Incognito* provided the kitchen staff with enough flashlights and dinghy lights to get the job done. Almost as soon as the dinners had been served, the lights came back on again. Ah, Mexico!"

So many folks cruising, **so little space!** Tuné in next month as we try to catch up a little with all the movements and adventures of folks out there having on their boats.

We'll end this month with a reminder that at 2030 on March 22 at the Oyster Point YC, Richard and Janet Doell will be giving a multi-media slide presentation of their cruise with **Muav** in Europe, the Caribbean, and back home. It's free, but call 873-5166 for information and possible dinner reservations.

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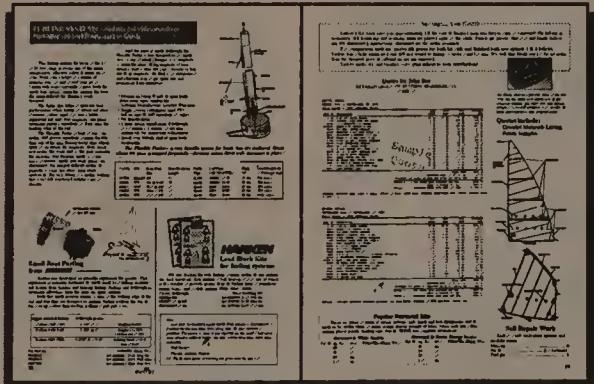
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RANGER 23, 1974. In Sausalito. Owner moving and must sell! Good condition, needs maintenance, bottom paint. 1988 Evinrude. New canvas covers, North sails, Zodiac dinghy & many accessories. \$3,950 obo. Call Bill at (310) 670-6461 or email: wmead@cinenet.net.

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J-22, 1989. Excellent condition. Single axle trailer, main, jib, spinnaker, radio, Porta-Potti, Danforth anchor, compass. Needs new battery. \$9,000 or best offer. Call Sailing Education Adventures. Leave message or ask for Cathy (415) 775-8779.

RANGER 23, 1974. Gary Mull design, great Bay boat. New standing rigging 1993, all lines lead to cockpit. Spinnaker, drifter, 150, 125, 110, storm jib, main, 6 hp Evinrude, 2 Gemini compasses, new electrical system 1995, Gel battery, VHF. \$4,500. (415) 321-7579.

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CAL 27, 1974. Must sell - bought larger boat. She's a very nice boat. Great for Bay or Delta. Has 2 mains, full jib & 150 genoa, spinnaker, KM, DS, VHF, compass and '87 25 hp Merc. \$7,500. (209) 956-2181.

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CATALINA 25, 1980. Pop Top, fixed keel, dual axle trailer 1987. Compass, VHF, KM, DS, 9.9 Evinrude w/ electric start, stereo cassette, 4 sails, cruising spinnaker, canvas covers, swim ladder, barbecue. \$10,500. (209) 763-5302.

ERICSON 27, 1971. Spinnaker, shore power, stove, enclosed head with holding tank, water tank, Atomic 4, sleeps 5. Very dependable. Redwood City berth. \$13,000. (408) 776-8517.

CATALINA 27. Atomic 4, Harken furler, autopilot, VHF, solar panel, heater, all safety gear, all sails, spinnaker and pole. Recent survey and haulout. Lazy jack system, boom control, traveler controls. \$14,500. (510) 235-3242.

PACIFIC SEACRAFT 25, 1976. Rare centerboard version with motor well. Excellent Delta gunkholer. Dodger and removable cockpit enclosure. Newer Honda 5 hp. \$6,500. Call (510) 224-1965.

CAL 2-27, 1974. Beautiful singlehander. Dodger, autopilot, spinnaker, inboard 2-cylinder gas Volvo, Harken roller reefing, Dutchman mainsail system, Achilles. Sleeps 4 + 2 kids, 6' + headroom. \$9,999. Bill (408) 730-9100, I'll fax info; my fax (408) 730-9501.

CATALINA 25, 1981. Very clean, fixed keel. Mercury 9.9 with electric start, compass, DS, VHF, Porta-Potti, safety accessories. Goodmain, 150%, 110%. Pop-Top, stainless BBQ, alcohol stove. Motivated seller. Asking \$6,500. (510) 674-9179.

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LANCER 28.9, 1978. Offshore or Delta. Great shape. Hauled 6/95. New bottom, teak interior. 6' headroom, full galley and head, new electronics, mast tabernacle, batten main & 3 headsails, 4' draft, 15 hp. \$8,700 or trade up with cash. (408) 730-9334.

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27-FT O'DAY, 1986. Diesel inboard, roomy interior, three sails, self-tailing winches, cockpit cushions, marine head/holding tank, new batteries, VHF radio, 6 foot headroom, hauled Sept. '95. Like new condition. \$13,900. (510) 228-2852.

MacGREGOR 26, 1989. 8 hp Honda, VHF, AM/FM stereo, trailer, whisker pole, self-raising mast system, ladder, Pop Top, cover. Funtosail. \$5,500. (209) 239-9365.

COLUMBIA 28, 1968. Diesel engine, 46 gal fuel, wheel steering, dodger, North main, jiffy reefing, lazy jacks, mast steps, spreader lights, hot/cold pressure water, fridge, TV, VCR. Too many extras to list. See at Jack London Marina. \$11,500. (510) 451-4609.

CATALINA 27, 1977. Good condition. Atomic 4 inboard engine, self furling jib, shore power, holding tank, 2 batteries, depth/fish finder. Berthed at Richmond Marina, E-dock. \$7,500. Michael (510) 787-2690 or (415) 358-9600, ext 272.

MacGREGOR 26, "CUSTOM 1994". 9.9 hp with electric starter. Pop Top. VHF. 2 burner. All teak interior. Original trailer. Brand new, only 4 times used! Immaculate. Fully loaded. 1 1/2 year old. Now \$11,900. Save \$9,000 off new boat price! Call MacGregor dealer, days (415) 456-2644 or owner, eves (707) 763-7950.

CATALINA 27, 1977. Great condition, dinette, sleeps 6. New standing & running rigging, lines led aft, inboard Atomic 4, main, 3 jibs, compass, VHF, DS, KM, AM/FM cass. stereo, head w/ holding tank, w/ anchors w/ chain & line. May consider partnership. \$7,700 obo. (916) 487-0534.

CATALINA 25, 1980. Fixed keel, Pop Top, Evinrude new 3/4/9.9 hp o/b, long shaft, electric start. Battery charger, VHF, knotmeter, depthfinder, stove and potty, two anchors, new sail covers, new gel & paint 7/94. Ready to sail. \$7,450 (510) 841-6944.

MacGREGOR CUSTOM 26, 1993. With roller furling, permanently installed head with holding tank, deluxe railing with stern boarding ladder, autopilot, bottom paint, bimini top, pop-top enclosure, trailer with brakes, 9.9 electric. Excellent condition. Over \$20,000 new. \$13,629 obo. (209) 239-9236 or (209) 239-6060.

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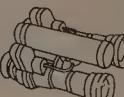
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28-FT BRISTOL CHANNEL CUTTER, 1978. One owner. Dazzling, traditional cruiser. Teak exterior trim, rosewood/cherry interior, bronze hardware. New covers, Seacells, Alpine stereo. 8 sails, 28 hp Volvo, two dinghies, self-steering, lots more. See her, fall in love. \$75,000. (714) 733-1823.

26-FT INTERNATIONAL FOLKBOAT, 1968. First IF on Bay. This ruggedly built Swedish FG classic is a perfect Bay boat. Full keel, very stiff. New 6 hp Seagull in well, lines led aft, 2 speed winches, much more. \$7,000 firm. (510) 521-3939.

COLUMBIA 28, 1968. Great condition, Atomic 4, shore power, new int., bottom paint, VHF, depth stereo, sleeps 5, clean legal head, dual batt, very clean boat. \$8,200. Bob, days (510) 577-2112; eves, message (510) 481-2841.

CATALINA 27, 1984. Diesel, new batts, batt charger, dock power, 2 burner stove, 2-man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling, main & 120% furling jib, holding tank with Y valve, auto bilge pump, Tillermaster. \$15,000. (408) 778-0047.

EXPRESS 27. Custom low freeboard hull and big cockpit deck, purpose built materials by factory as sportboat. No keel, spars, hardware, \$900. Located Moore sailboats. E-Z Loader Hobie trailer, \$200. (408) 763-0196.

SAN JUAN 28, 1980. 6'2" headroom, 10' beam, Yanmar diesel, 15 hp engine. 3 new Clark sails and spinnaker. 3 anchors, sleeps 6. Mint condition. Loaded on trailer. \$14,000 obo. Trailer, \$1,800. Call for specification and picture. (916) 763-9826.

JUNK RIG FOLKBOAT. Cold-molded, West System throughout. 2/3 complete. Have all the tools & materials but not the time. Great project for JR enthusiast. Must sell or trade for? Call (916) 661-5980 days or (916) 662-0602 eves.

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28-FT POCKET CRUISER. Nichols Buccaneer. Full keel, diesel under 300 hours, main, 2 jibs, spinnaker, pressure water, knotmeter, depthsounder, Gel Cel, all lines led aft, dodger, 2 speed winches, head, new VHF, stereo, glass/ply construction. Turnkey condition. \$6,000 obo. (408) 458-0846.

MILLER 28, heavy fiberglass, offshore veteran, roller furler, spacious teak interior, \$9,500 obo. Haida 26, offshore proven, diesel, new sails, rigging, interior, standing headroom, trailer, \$11,950. Best offers on little used LectraSan, Espar D-1 furnace and Avon inflatable. (415) 331-7576.

COLUMBIA 26, 1969. Good condition. \$4,000 obo. Leave message (415) 907-8283.

25-FT ONE DESIGN PACIFIC CLIPPER. Cheoy Lee, Hong Kong, 1960. Racing/cruising sloop, excellent for SF Bay sailing. Good condition. \$5,000. For more info call (415) 388-1844.

ERICSON 27, 1974. North fully battened main, North RF self-tending jib, all Harken equip, 12 lines led aft, rewired electrical, AP, dodger, Loran, pressure H2O, Atomic 4. \$11,500. Voice mail (510) 419-4527.

CATALINA 27, 1971. Just hauled, no blisters, good sailing condition. Dinette, new cushions, sleeps five. 110 hot water, refrigerator, radio. Sink, head, holding tank. Marine radio, DS, compass. Two sails. Johnson o/b, starter, generator, two gas tanks. \$6,000. John (415) 854-2121.

CATALINA 27, 1975. Excellent condition. New interior, sleeps five. VHF, main, 90/110 jib, 150% genoa with pole, Yamaha o/b, inflatable dinghy, well maintained, microwave, many extras. Located Coyote Point, slip available. \$6,995. (408) 998-2418.

27-FT INTERNATIONAL H-BOAT, 1980. Nissan 4 hp o/b ('93), main, 3 jibs, spinnaker, VHF, DS, Loran, KM. Coyote Point berth. Asking \$9,800 obo. (510) 490-3288 or (408) 323-9051.

CAL 25. Very good condition, 5 sails (including spinnaker), rigged for racing, outboard, new cushions, bottom paint 11/94, Porta-Potti, new battery, Harken traveller, great Bay boat. \$3,600 obo. (510) 980-0627.

SANTANA 525. Built by Shock in 1978, ready to sail! Great little boat at a great price... make offer! Rob (510) 642-8556.

SANTA CRUZ 27, 1979. Hull # 116. This boat is race ready with lots of extras. Larsen sails, Loran, VHF, all safety equipment. Excellent condition, good race record. Price includes Trail-Rite trailer. \$11,500 obo. (408) 757-4107 days, (408) 455-0584 evenings & weekends.

CATALINA 27, 1985. Really excellent condition. Very well rigged for racing and/or cruising. Harken convertible furler. Mylar class jib + furling jib. Diesel. Autohelm 2000 & other cruising gear. New bottom paint 6/95. Two boat owner must sell. Priced down to \$17,450. (415) 456-1130.

PACIFIC SEACRAFT 25. Full keel double ender with inboard diesel, galley, marine head, VHF, Knot meter depth sounder, cockpit cushions, etc. Highest quality construction, very stiff and seaworthy, rigged for easy handling. \$14,000. (408) 683-2170.

PACIFIC SEACRAFT ORION 27, 1982. Wheel steering, 7 sails, including fully battened main with Dutchman, new self-tailing winches, roller furling, monitor windvane. Full Datamarine instrumentation, AP, Loran, GPS. Dodger, bimini, cockpit cushions, color TV, stereo. \$52,000. Call (415) 550-8241.

MacGREGOR 25, 1986. Trailer. Newer sails with custom covers. 15 hp Yamaha. Depthfinder, compass, battery, 1995 VHF radio. EZ mast raising system, sleeps 5, Porta-Potty, anti-foul bottom. All USCG safety equipment. All great condition! \$6,250 obo. (510) 827-3075 or pgr (415) 371-8280.

ERICSON 27, 1976. Excellent condition (no blisters), wheel, Volvo diesel, AP, VHF, 7B main, 3 jibs, club foot boom, KM, cushions, covers. Located Berkeley Marina. \$13,900. (707) 745-5751.

SANTA CRUZ 27, 1977. Fast is fun. Hull # 64. Trailer, outboard, Loran, knotmeter, depthsounder, handheld VHF. Lots of upgrades and other gear. Have fun this summer with a great boat. Relocating and must sell. \$9,000 obo. (510) 638-2144.

CAL 27, 1976. Located Santa Cruz Harbor. \$3,700. (408) 475-6161.

HUNTER 25, 1983. Excellent condition. Fresh water berthed. Sleeps four, stove, sink, Porta-Potti, knot, depth, AM/FM, VHF, 9.9 o/b w/electric start, 14' raft, propane BBQ, plus many other extras. Full cover, new lights and mainsail cover. \$5,900. Rob (510) 754-3650.

CAL 28. Volvo diesel, 9 sails, spinnaker, GPS, autopilot, ham, Danforth, spare parts, full galley, head, roller furling, dodger, inflatable, dinghy & more. Excellently maintained cruiser, new paint. In Mexico ready to sail the Sea. \$9,000. Call (800) 391-3585.

PEARSON 26 WEEKENDER. Large cockpit, sleeps 4, cockpit cushions, 2 jibs (90, 120), main, Honda 7.5 o/b, lifelines, head, sink, stove. Looking at larger boat. First \$6,250. (408) 865-1405 (leave name and #).

S2-26, 1978. Excellent condition. New upholstery, new head, new stove and microwave, new depth sounder, new CD stereo, new galvanized trailer. Yanmar diesel. \$16,000. (408) 371-7266.

CATALINA 27, 1971. Excellent condition. New Johnson 9.9 o/b, new mast and rigging in 1993, new upholstery. Stereo radio and tape deck, compass, VHF, knotmeter, two jibs, mainsail with two reef points, whisker pole, 2 burner alcohol stove. Great Bay boat. Berth at Grand Marina. \$6,800. (415) 328-8076.

MacGREGOR 26, 1978. Very clean with trailer. \$2,900 obo. (408) 426-9481.

NELSON-MAREK 28. ULDB. Fresh water boat. PHRF 115, no bottom paint, excellent racing history, 11 North sails, mostly Kevlar, some new, including .6 poly spinn, adjustable genoa leads, Volvo sail drive, folding prop, CD player. \$16,900 obo. (916) 525-1233.

THUNDERBIRD 26 SAILBOAT, 1969. Located Santa Cruz Harbor. (408) 475-6161.

NAUTICA 26, 1960. Cutter rig sloop, cold-molded mahogany, 2 mains, staysail, 2 jibs, good Honda 7.5 outboard, VHF, anchor, radio, large V-berth (lived on it for two years), head, wired for 12 volt. Pier 39. \$1,200 obo. Tim (415) 931-3546.

INTERNATIONAL FOLKBOAT by Marieholm. BMW diesel, good sails including spinnaker. Dodger. Clean and ready to go, \$10,500. Cal 20. Never raced. Clean, optional trailer. Lido 14 w/trailer. Excellent condition. Best offers to raise funds for RYC Foundation. (510) 283-0394 or (510) 233-1286.

29 TO 31 FEET

CAL 29, 1969. Racing gear, 14 sails, heavy mast and rig. Needs your experienced effort to restore and repair interior. On 3-axle trailer in So. Cal. \$6,500 for both. (805) 962-4073, leave msg and phone number.

ERICSON 30+, 1983. Excellent condition. Modern interior w/ teak, dodger, Universal diesel, Loran, h/c pressure water, battery charger, depthsounder, bottom paint 6/95. \$28,500. Days (415) 969-9112, ext 2458; eves (415) 365-9353.

CLIPPER MARINE 30. Roomy, forgiving, dry, large cockpit, sleeps five+. Excellent family starter boat, easily single-handed. Autopilot, VHF, DS, knotlog, Loran, three headsails, spinnaker, electric start outboard, two batteries, dodger, full custom cover. Spare outboard and mainsail. \$8,950 obo. (415) 742-0834.

YANKEE 30, S&S SLOOP, 1973. Loaded. Ready to cruise anywhere. Diesel, GPS, ham/SSB, Profurl, five sails, windvane, pilot, windlass, excellent ground tackle, roll-up Achilles, dodger, awnings, wind generator, solar, more. Excellent condition, in Mexico. \$24,500. Patricia (619) 698-9044 weekdays for specs.

CATALINA 30. Very comfy/roomy, responsive, easy to sail. Refurbished '92, radar, dodger, wheel, helmsman's chair, jib furling, spin gear, refrigeration, propane oven/stove, reliable Atomic 4 gas, Lifesling, flares, VHF, stereo, pressurized water/heater, needs nothing. \$23,000 firm. Call (510) 684-9236.

HUNTER 30, 1989. Fractional rigged sloop. Diligently maintained. Roller furling headsail, Dutchman flaking main, Loran, VHF, Signet instruments, AC/DC refrigeration, autopilot, Yanmar diesel, two anchors, wheel, self-tailing winches, AM/FM cassette, barbecue, 6'4" headroom, many upgrades. \$36,500. (619) 489-5025.

HUNTER 30, 1990. Great family sailboat, spacious and safe. Depth, speed, GPS, Yanmar diesel, pressure hot/cold water. Berthed E18 at Brickyard Cove Marina, Richmond. \$37,000. Let's Talk! (916) 455-7217.

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ISLANDER 30, 1971. City pressure hot & cold water, AC fridge, DC power supply & charger, stereo. Windspeed, windpoint, depth. Twomains, 110, 130, 150. Eight winches, Autohelm, new interior cushions. Fireplace. Comfortable liveboard. \$11,450. (510) 436-4015.

BLOOM COUNTY. Custom Mancebo 31' ultra-lite. Ballenger spars, Pineapple sails, Quick vang, 2 spinnaker poles, Headfoil, Loran, VHF, DS, Autohelm, log, KM, compass, galley, chart table, head. Dual axle trailer with brakes. Excellent racing record. \$22,500 owner will finance. (916) 582-1585.

CHEOY LEE OFFSHORE 31 SLOOP, 1969. Excellent condition, glass hull, teak decks, Volvo MD-2 diesel, pedestal steering, two anchors, anchor windlass, new interior cushions, full boat cover. Berthed at South Beach Harbor, SF. \$24,000. (415) 967-9567 any time.

SANTANA 30, 1979. Excellent condition, well maintained, Volvo diesel, Loran, DS, KM, new Furlex w/ 120 furling jib, 150, 90, cruising spin w/ sock, new Autohelm 2000, new VHF, Origo alcohol stove, bottom paint 4/95, easily single-handed, located Vallejo YC, \$19,500, (707) 226-7209.

CAL 29, 1970. Excellent condition, quality boat. Atomic 4, 3 genoas, staysail, drifter, fathometer, VHF, includes new bottom paint, has always been well-maintained. \$11,500. (619) 222-2275.

CAL 31, 1979. Professionally maintained, must see. Diesel, Furlex, 3 jibs, spin, tiller, dodger, VHF, stereo, KM DS, Loran, refer, Mirco, bottom 8/95, no blisters, Heart interface, A/P, cabin heat, 2 anchors, 3 blade prop, gas BBQ. \$29,500. (310) 578-1201.

ERICSON 30, 1969. Lots of sails, 7 winches, traveler. Two anchors. VHF, DS, AP, KM, stereo. Strong Atomic 4 engine. Coyote Point slip available. Two boat owner - must sell. \$11,500 obo. Lots of extras, call for spec sheet. (408) 439-0969 or (415) 638-5802.

30-FT S-2, RACE/CRUISE. Every option, excellent condition. Fast PHRF, rates 132. Nine North Sails, Loran, h/c water, Yanmar like new. Excellent offshore cruising, high quality construction. Family fun or racing. \$28,900. Bob Little (714) 720-0570 or (213) 955-7979.

CATALINA 30, 1982. Atomic 4. Original owner. Pedestal steering wheel with lighted compass, cockpit cushions, roller furling jib. Dinette interior, two burner stove with oven, dinghy. Tiburon location. \$22,500. (415) 346-6190.

30-FT WOODEN KETCH, Toloa. Built 1954. Cedar on oak, diesel, Aries, Autohelm/pilot, radar, elec windlass. Circumnavigated 1978 to '94. Will deliver anywhere. In Puerto Vallarta. \$20,000 obo. Fax 011-52-322-10722. Write P.O. Box 350 B, Puerto Vallarta, Jal. Mexico.

OLSON 30, #38, Kabala for sale by owner. This one-owner boat has 13 bags, 3 new, a trailer, and an extensive inventory. Sold as a package only. No dealers please. (408) 475-0010 or (408) 462-1462.

ISLANDER 30, 1968. Atomic 4. Complete but neglected for 4 years, A steal at \$6,500. (415) 453-1308.

ALBIN BALLAD 30, 1978. Sleek, Swedish design, Volvo MD-7 with low hours, skeg, Furlex furling, dodger, VHF, GPS, depth, RDF, compass, shore power, charger, autopilot, 2 anchors/chain, dinghy, fast sloop. Will teach. Berkeley berth. \$24,700 obo. Leo (510) 524-2609.

ISLANDER 29, 1966. Kuda Shuda. Jazz Cup winner past three years, club champion, great condition, good sailing overmire cruiser. Many upgrades with new gear and rigging, VHF, speed, depth, spinnaker, Atomic 4. Epoxied bottom, good PHRF rating. \$11,500. (415) 382-0647

CATALINA 30, 1987, *PELEAS*. Harken roller, new Adler Barbour refer, custom maroon sail, winch and binnacle covers, custom zip-on sun awning, hull and bottom inspect & paint touch up Feb '96. MOB pole, all safety gear, new propane and barbecue, 3-blade prop, 9'6" Zodiac and 3.5 hp Nissan used once. VHF, KM, DM, 3 batteries and charger, FM stereo cassette, radar reflector. USCG documented, all records and manuals. Cruise or liveaboard. \$42,900 obo. Call (415) 331-7052 or (415) 289-9523.

CAL 31, 1979. Professionally maintained, must see. Diesel, Furlex, 3 jibs, spin, tiller, dodger, VHF, stereo, KM DS, Loran, refer, Mirco, bottom 8/95, no blisters, Heart interface, A/P, cabin heat, 2 anchors, 3 blade prop, gas BBQ. \$29,000. (310) 578-1201.

HUNTER 30 SLOOP, 1978. Yanmar diesel, wheel steering, self tacking jib, DS, KM, VHF, Loran, hauled 5/95, barrier coating, new upholstery, head, shower, h/c water, sleeps 6, teak refinished, excellent condition. \$18,500 obo. (916) 685-1679.

CAL 29. Early 60s fiberglass. Atomic 4 runs fine, roller reefing, good spinnaker, but needs jib and main. \$4,500 cash obo. Also 18' fiberglass runabout, 60 hp Evinrude, trailer, \$800 obo. Both are Scout boats. (510) 649-0672. Showing March 10.

CAL 29, GRAND SLAM. Excellent condition, fast rugged ocean boat. 1994/5 YRA champ. 1995 main, 95, 150 & chute (12 sails). Engine rebuilt 1992, LPU 1994, lines led aft, custom cruise interior. \$13,500 or 1/2 for \$7,000. Call Fred (510) 938-5649.

SAGITTA 30, 1966. Sleek Danish double-ended world cruising vet. Full keel w/ cutaway forefoot. F/g hull and deck w/ epoxy barrier coats. 9' beam, 11,500 lbs displ, 4'9" draft. Ext chainplates w/ new rigging, Norseman fittings. Alum spars w/ mast steps, tri-color, boom gallows, dodger. 8 sails, diesel rebuilt 1995. TillerMaster autopilot, wind/speed/depth electronics, VHF, Loran, RDF, CQR, Danforth anchors, 300' chain, windlass. Propane stove. Avon dinghy. Just appraised at \$33,200. Must sell. \$24,900. (805) 650-9528.

BABA 30, 1983. Capable Robert Perry world cruiser in excellent condition. Cutter rig, teak deck, brightwork, h/c pressure water. Yanmar diesel, documented. New upholstery, exhaust system, head, lifelines, and batteries. \$55,000 firm. Aaron (916) 455-4309.

30-FT TAHITI KETCH, 1937. Gaff-rigged wooden double-ender, lying Nuevo Vallarta, Mexico, equipped for cruising and liveaboard, hull refastened 1992, diesel engine, propane stove, warm classic interior, sturdy, simple ocean-going boat. \$15,000 (415) 389-1346.

ERICSON 30, 1969. Located in SF Marina West Harbor. Atomic 4, VHF, depthfinder, knot. Spacious interior. \$13,500. (415) 332-8676.

32 TO 35 FEET

35-FT LONG DISTANCE SWEDISH CUTTER, 1985. Eliasson designed. Selden rig and pneumatic boomvang. 10 SS winches. Fleming SS self-steering. 5 sails. New asymmetric. Volvo diesel (120 hrs). Cored hull and deck. Full lightning grounding. Outside lead ballast. Used very little. \$75,000. (310) 547-4556.

CAL 35, 1980. Sloop, cruiser/club racer. Great condition. Fully equipped: VHF, Loran, knot, log, depthfinder, stereo, heater. Teak interior with 3-burner CNG and H&C water. Complete with galley and safety equipment. \$44,900. (510) 582-2110.

HANS CHRISTIAN 34 CUTTER, 1977. A cruising boat for all seasons. Lots of beautiful teak inside and out. 36 hp Volvo diesel. Long list of cruising goodies. Price cut to \$63,900. In Seattle. (206) 789-9609.

HUNTER 33, 1981. Roller furling, Yanmar diesel, wheel steering, VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, head, battery charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$27,000. (415) 461-7147.

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J-105, 1995 NATIONAL CHAMPION. Professionally maintained, excellent condition. Fairied/painted in '95. Fully equipped - all the latest "Go Fast" upgrades. Two sets of sails. A proven winner ready to go for '96 in a competitive, friendly fleet. \$96,000 obo. (510) 523-5290.

IRWIN 34, 1984 CRUISER/RACER. Want to sail fast, but not sacrifice room and comfort? This beautifully maintained boat has proven its performance and seaworthiness by sailing the Great Lakes the first 4 years and the CA coast, Bay & Delta the last 8 years. 10 hp Yanmar diesel, 560 hrs, 3-105 amp-hour batteries (1994). Wind, depth, speed, VHF, Loran, refrigeration, self-tailing winches. H/C pressure water and shower, 80 gal water, 30 gal fuel, propane stove/oven, microwave, color TV/VCR, roller furling, 3 sails, cockpit cushions, custom winter/Delta canvas cover, davits, custom teak cabinetry added in salon and galley. Large V-berth forward - closes off for privacy. Eleven opening ports & two hatches for brightness and ventilation. \$42,000. Call (510) 865-4101.

ARRIVE ALIVE. English built 35', 1960 Corten steel sloop in excellent condition. New dodger, Profurl with 110% jib, autopilot, GPS and inflatable dinghy. Fresh diesel Aries windvane full batten main, canister raft, more. First \$26,500 takes her. Dan (415) 924-2225.

CHEO LEE LION 35. Fiberglass/teak sloop. Cutter, six sails, Atomic four, recent rebuild. Survey and bottom February 1996. Located Rio Vista. \$27,950. (209) 334-6153.

32.5-FT PEARSON VANGUARD, 1965. Yanmar diesel 2GMF (375 hours), dodger, 7 sails, Tillermaster, excellent ground tackle, 3-burner propane stove with oven. \$19,500. Make offer, must sell. (707) 778-0685.

YAMAHA 33, 1978. Solid, swift well-built racer/cruiser. Yanmar diesel - rebuilt '93, folding prop, hydraulic backstay, knotmeter, depth, compass, VHF, LPG range/oven. Full headroom. Fiberglass with teak interior. Great storage, tiller steering, 4 jibs, 2 spinnakers. \$27,900. (707) 224-1512.

TRAVELLER 32, 1977. Proven cruiser. Canal registered. She took good care of my wife, dog and I for three years of cruising. Free her from captivity at her South Beach Harbor slip. \$35,000. (415) 543-8160.

CORONADO 35, 1973. Must sell!! Excellent condition, great liveaboard, 10 foot Zodiac with 9.9 hp Honda, sailboard, many extras. Call for details. \$29,500. Must sell by March 31, leaving state. All offers considered. (415) 365-6513, lv message.

MORGAN 33 OUT-ISLAND, 1975. Very roomy, ideal cruising/liveaboard. New: engine (Volvo 28 hp), sails, stove, lots more new in '91. 50 gal fuel, 70 gal water, sleeps 6, Loran, VHF. \$24,700. Bill (408) 978-1875, fax (408) 978-1670.

NON SUCH 354, 1995. Brand new. Beautiful second generation boat, new from keel up. Carbon fiber fast & wishbone w/ North's new spectra sail. Loaded w/ equipment and amenities. Most spacious, fastest, easiest sailing boat for its size. \$190,000. (209) 941-0331.

CLIPPER MARINE 32, 1977. VHF, Yanmar diesel, recent haul, roomy cabin, perfect for Bay or Delta, ready to sail. At Berkeley. \$8,900 (510) 938-7699.

J-35c, 1990. The 35c is the ideal cruiser/racer. Fast, fun to sail, low maintenance with lasting quality and the classic good looks you don't get with Catalinas, Hunters, etc.. Roomy aft cabin and forward V-berth are ideal for two couples or a family. White bulkhead interior with teak trim, 16 opening ports/hatches, rod rigging, Quickvane, Autohelm, IIOA Alt, 3 Gels, isolator, Navtec HYD backstay, GPS, Loran, Muir vertical windlass, dodger 9/95, stereo CD, Maxprop, furling, North sails. \$109,000. (805) 988-1641.

36 TO 39 FEET

PEARSON 365. Cruising ketch with new upholstery, Harken furler, Loran, VHF, knot, depth, windmeters, cold plate and more. Westerbeke 40 diesel (800 hours) runs well. Transferring out of country, must sell. \$55,000 obo. (408) 429-9177.

MORGAN 384, 1983. Ted Brewer designed. Original owner, excellent condition (very little use). Perkins 4-108, 50 hp, diesel 40 gal, water 90, rollerfurling 150% genoa, Autohelm 4000, dodger, cockpit cushions, (recent survey). Berthed Pier 39. \$71,000. Days, call (408) 378-9724 or (408) 867-5647.

HERRESHOFF 38, 1983. Cat boat, ketch rig, in Sea of Cortez. Made for shorthanded long distance cruising. Very good condition. Two double berth cabins, two heads, comfortable main cabin. Airex foam core hull, carbon fibre masts. Fully equipped. \$64,900. (602) 951-3205.

TAYANA 37, 1981. Excellent condition, ready for cruising. Full keel, cutter rig, furling/non-furling headstay. 50 hp Perkins 4108, alum mast/boom, fully enclosed cockpit — can be used as Bimini/dodger and much more. \$77,500. Call for details. (604) 451-7869.

FREYA 39. New Yanmar 40 hp engine. Newly finished interior, newly painted mast and hull. Needs some finish work. \$55,000. Call Jean at (916) 922-9847 or (916) 662-7553 days.

NON SUCH 36, 1989. Push button, sail goes up. Easily single-handed, 50 hp diesel, 49 gal fuel, 112 gal water, microwave, TV, stereo, autopilot, Loran, VHF, two mainsails, dodger, air conditioning, propane heater, cockpit cushions, etc. Document. \$135,000. (916) 268-2404.

36-FT ISLANDER FREEPORT. Perkins diesel, electric windlass, self-tailing winches, new canvas, Harken furler, autopilot, CNG stove/oven, refrigeration, pressure water, bottom 2/95. Well maintained, dry, comfortable cruising boat. Lots more. Quick sell for \$52,000. Call, evenings (805) 985-3407.

ISLANDER 36, 1982. Pathfinder diesel, furling jib, cold machine, CNG stove, hot/cold pressure water, battery charger. \$49,500. (408) 268-7013.

36-FT SLOOP, 1983. Built by Pelle Petterson in Sweden. Fiberglass hull, fore and aft cabins, 6'4" head room, perfect mahogany interior, oversize rigging, Volvo diesel, immense storage inside and out, battery charger, Spinnaker, BBQ, pressure water, LPG stove, 8' dinghy, all systems and engine room very accessible, hull to deck joint is solid glass, modified fin keel, skeg hung rudder. This boat is strong, fast, very dry and one of 120 built as performance cruisers. \$49,000. (970) 328-7762.

LOOKING FOR A NONSUCH 30 OR 36? Consider a Ticon Cat Ketch. Built for the 1988 Toronto International Boat Show. Canadian quality. Same dimensions as Nonsuch 36. Huge cabins. Immaculate. Volvo diesel (lowhours). VHF, Autohelm and Tridata (1994). Fast, safe, and a joy to sail. \$89,500. Loren (415) 827-5046.

38-FT FARALLONE CLIPPER. Classic 1955 Stephens. Mahogany/oak/bronze. New standing rigging, alternator, holding tank. Rewired engine and 12v panel. Survey 11/95. Asking \$19,000. (415) 604-4563 or (415) 728-9506.

HUNTER 37, 1983. Cutter. Very good condition, one owner. Radar, autopilot, Loran, VHF, stereo, diesel, propane stove, heater, h/c water pressure, shower stall, separate vanity. Has new upholstery and new dodger. Full battened main with Lazy Jacks. Recent haul-out. No blisters. \$43,000 obo. (510) 658-9491.

37-FT FISHER motorsailer ketch. Aft cabin, radar, Loran, wind s/d, depth, speed, log, 2 VHF, CB, loudhailer, Avon, 80 hp Ford Saber diesel, 120 gal fuel, 120 H2O, Avon, Monterey slip avail. Must sell. (408) 624-7210.

CREALOCK 37, 1982. Total refit 1994-95. Monitor, autopilots, GPS, ham, watermaker, custom layout, 9 cruising sails, extensive spares. New: stainless ports, rigging, LP spars, upholstery, rewire. \$98,000. (619) 425-2949.

CATALINA 38, 1980. Fast, Sparkman & Stephens design, good condition, clean, double spreader mast stepped to the keel. Diesel, new bottom paint, new shaft, new interior cushions, sleeps 7, stereo, depth, knotmeter, Autohelm, shore power, 3 speed winches. \$39,500. (510) 245-9506.

ISLANDER 36, 1975. Diesel, furling jib, Benmar autopilot with remote control. \$37,750. Oakland Estuary condo dock, \$20,000. (408) 255-9714.

CATALINA 38, 1980. Fast coastal cruiser, great Bay boat. Very clean, excellent condition! New epoxy bottom 7/94. Survey report shows fair market value at \$57,000. (Surveyed 6/95.) Owner has purchased new boat, must sell. Asking only \$48,000. H (415) 668-1076 or W (415) 751-6000.

THE BEST OF THE BEST!! Wave Walker is a Ericson 38, 1989. A fast cruiser/racer design that has cruised the California coast many times in comfort! The inventory is extensive and these are the highlights. Three headsails, radar, cruising spinnaker, Harken roller furling, autopilot, cold-plate refrigeration, battery management system, new gel cell batteries, dodger, CD stereo and windlass with deep anchor. Pristine shape! Berthed in Sausalito, CA. Just reduced to \$94,500. (415) 388-2249. eves or (510) 704-2321 days.

FAST PASSAGE 39, ATLANTIC. Recently returned from successful three-and-a-half year around-the-world voyage, fully equipped and ready to sail anywhere, or live aboard in comfort. Canadian built, William Garden designed cutter rigged double-ender, outfitted with solar panels, refrigeration, diesel heater, new propane stove, solar vents, Aries windvane, Avon six man liferaft, Perkins 4-108 diesel, roller furling headsails, CD stereo, SSB/ham and VHF (backstay antenna), full compliment of sails (New Zealand made Lidgard main and yankee), heavy Sta-Lok rigged, and much more. \$95,000. Call (206) 525-9828 for detailed fact sheet and appointment for viewing.

CAL CORINTHIAN 39, 1979. Fast, proven cruiser, meticulously maintained. Completely ready to cruise. 12 winches, 8 sails, hydraulics, furling, autopilot, radar, SSB, Loran, GPS, weatherfax, 6 solar panels, electric windlass, liferaft, dinghy, watermaker, refrigeration, Hookah. Located Indianapolis. For inventory (410) 626-5858.

LANCER 36, 1981. Bill Lee designed sloop. Beautiful condition. New bottom 11/95. Heart 2000 inverter, refrigerator, propane stove. DS, KM, WS. Private quarter berth. Large saloon, Loran, Autohelm, 2 anchors, Avon dinghy w/o/b. Lots of goodies. \$34,500 obo. (209) 462-5186.

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38-FT FARALLON CLIPPER. Stephens cruising/racing sloop. Current owner has upgraded continually during last 15 years, including electrical wiring, 12v breaker panel, mast, standing rigging, propane stove w/ oven, insulated ice bin, exterior decking, engine mounts (diesel), transmission and electronic instruments. Must be seen to appreciate. Two recent surveys. Job change requires sale. \$25,000. Michael (415) 543-1065 days.

GULFSTAR 37 SLOOP, 1979. Immaculate condition. USCG Documented. New main, epoxy for hull and recent standing rigging. Jib & genoa on Harken furler. Well cared for and fun cruising boat for solo or couple on Bay or ocean. Very stable and responsive. Perkins 4-108 (1200 hours), VHF, depth, knots, windlass, dodger, aft cockpit, very comfortable and dry. Teak & holly cabin, galley well laid out, with AC/DC fridge, propane stove/oven. \$56,500. Calif only (800) 322-5611 or (916) 646-8836.

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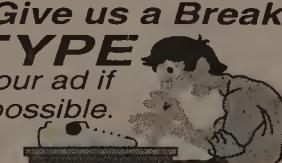
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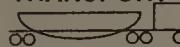
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SPARKMAN & STEPHENS WEEKENDER. 36', fir on oak knockabout sloop, built 1938. Perkins 4-107, new paint, H2O tanks, cushions. Capable cruiser or liveaboard. \$22,500. Also 1964 Ohlson 36, 1995 Master Mariner Winner, mahogany on oak. \$24,000. (415) 388-6057.

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NACRA 5.7, 1986, with mast stepping pole and rigging. Double trap and new lines for barber hauler, mast over rotator, jib sheet, dolphin striker, Cat Box trailer. Blue accent on boat and sails. Pretty, light and fast! (707) 839-5790 or fax (707) 839-0818.

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KANTOLA 44 TRIMARAN, 1985. Performance cruiser w/ 27 hp Volvo diesel (100 hrs), Martec prop. Professionally built w/ epoxy. GPS, VHF, Autohelm, chart plotter. Cozy interior, w/ owners aft cabin plus a double and single. Rotating mast. Must sell. \$89,000. (619) 222-9694.

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53-FT TRIMARAN. 28' beam, sleeps 8 w/ 2 queens and 2 doubles, 2 heads, swim step, glass over ply. Built 1983, rebuilt in 1995. Cruise equipped, SSB, watermaker, solar, radar, GPS, plotter, 240 gal diesel, 160 gal water. New Profurl furling, radar arch, inverter, spinnaker, new upholstery, new teak floors, cabinets, etc. Rear Sportboat winch on aft cabin, 380 hrs on an 85 hp Perkins. This boat is beautiful! A serious ocean cruiser or charterboat. \$189,000. (619) 464-7619.

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BENTLEY 38. (F/G Ingrid). Full keel, Volvo diesel needs TLC. Trade for motorhome, property, travel trailer or? Or \$50,000. (415) 592-7565 after 6 pm.

WANTED: 32-37' SAILBOAT. Have Sacramento walled and gated estate. 9/10 acre, 4 bedroom, 3 1/2 bathrooms, guest house, pool, 5-car garage. Central location. Beautiful landscaping. Assumable loan. Trade equip. for boat. Call Dr. Richard Wallace (916) 972-0100.

WILL TRADE SILVER FOR BOAT. I have been collecting silver coins and ingots for over 20 years. Will trade for 20-25' sailboat. The original cost of the collection is over \$3,000. This is a unique collection. (916) 729-2628.

ATTORNEY: ESTABLISHED LAW FIRM, 18 years experience, specializing in business and real estate (transactions and litigation), divorce law. Will trade services for partnership interest in 36' or longer sailboat. Will share expenses. Call (415) 457-9656, ask for Office Manager-Ann.

WANTED

OLD WOOD SCHOONER, ABOUT 40-FT. Relatively complete, prefer floating, but not necessary. Must be dirt cheap, not a hopeless derelict. Cash paid. (916) 663-9635.

WANTED: BOAT TO RENT. Responsible female nurse, 40s, wants to rent your boat to live aboard in the East Bay. Trawler, houseboat or cruiser preferred. Month-to-month or 6-months lease. Please call (510) 848-9536.

WANTED: SAYES RIG, LIFERAFT, EPIRB, refer equipment, 75# CQR, 60# Danforth, spinnaker (luff 32), 3/8 chain, sea anchor, wind generator, solar panels, freezer plates. Handheld H20 maker, 18' spinnaker pole, 3/4 nylon anchor rode. (503) 786-0751.

FINANCIALLY SOUND SAILOR WANTED to share use and pay berth costs, taxes, insurance and some maintenance costs of beautiful \$85,000 44' fiberglass Sparkman and Stephens sloop. Good condition. No equity interest available. Have owned boat 25 years, sailed Mexico, Panama, West Indies, etc. If your experience is limited, will enjoy joint sailing until you feel comfortable sailing. Prefer no racing. Marin berthed. Also have 2nd boat and find it impossible to use both at the same time. (415) 435-3559.

USED GEAR

PAIR OF 671 GM MARINE DIESELS. Right turn and a left turn. Complete major re-built by master GM mechanic. 1 new block, new pistons, new sleeves, new rods, etc. We have log and invoices for all new parts and labor. (208) 743-5548 eves.

SSB / HAM MARINE RADIO. 150 watts, 5 yr factory warranty, new (factory fresh). Radio has remote head, 644 pre-programmed frequencies, 100 user programmable, telex, weather fax, built in USA. Outstanding/best buy from Practical Sailor. \$1,450. Matching tuner also available. Call (206) 451-7413.

NACRA 5.2 HULL AND MAST WERE STOLEN but everything else was left and is for sale. Cat Hauler trailer, great sails, hull centerboards, boom, 5 Harken blocks, hiking harness (2), more. All offers considered on any of the above. John (510) 228-9664 eves.

GPS (GRAY PLASTIC SEXTANT). Davis Mark 25. Great "starter" sextant, used across Pacific. \$150. Call (415) 455-0100, leave message.

HONDA 8. 4-stroke outboard motor with long shaft. 2 years old. As new. Paid \$2,000. Asking \$1,000. Fran, H (510) 697-0152 or W (510) 939-3000, ext 5560.

MARTEC FEATHERING PROP. 2-blade LH 18 x 1 1/8" shaft. Like new. Fresh water use only. Cost \$1,190. Sell \$700. Call (313) 886-8662.

SAIL. 1 year old, excellent condition. 47' luff, 17' LP, UV cover white, #6 luff tape. Was a 110% jib on a 40' Catalina 400. \$925. Call Chris at (415) 332-7805.

GARMIN 75 GPS still under warranty, w/ external marine antenna #452953, cigarette lighter cord #500694, \$550. Davis MK25 Deluxe Master Sextant, \$100. Davis Peloris, \$25. Weems & Plath Starfinder, \$15. Martec folding prop, 15" x 12 MK III 1", \$100. Forespar 3" x 7.25" reaching strut, \$75. Call (510) 933-3997.

ADLER-BARBOUR COLD MACHINE, \$400. Dickenson store. Propane, two burners with oven and broiler, \$400. Muir Hercules manual windlass, two-speed, gypsy 3/8 chain, \$400. All in excellent condition. (510) 412-1165.

ICOM IC-725 SSB RADIO. Modified for (emergency) use on marine frequencies in addition to ham bands. Includes CR-64 High Stability Crystal Oscillator, mobile mounting bracket, instruction manual, service manual, mic, power cord. Perfect condition. \$500. Call Stan Honey (415) 328-3428.

CRUISING GEAR WANTED: Top dollar paid for quality used Windvane, 4 person inflatable with o/b, refrigeration, EPIRB, windlass, weatherfax, etc. Please call Frederik (415) 282-5331.

NISSAN MARINE DIESEL. 4 cyl, 60 hp. Fresh water cooled. New sleeves, piston rings, bearings, etc. Pro rebuild, I use one on my Hans Christian 43, runs great. \$3,000. (707) 938-4309.

HONDA OUTBOARD. 10 hp, 1985. Long shaft. New high thrust propeller for sailboat. 6 gal tank and hose, \$690. Outboard mount, \$75. Please call (510) 796-6344.

SPINNAKER 34.02 X 20.25' radial head, turtle, colorful, for Catalina 27, etc, new/unused \$1,295 obo. Used main 28.7 x 10.5 & jib 34.5 x 17.8 L/P from Catalina 27, \$380 ea obo. Used main cover for 12' boom, \$125 obo. Need racing spinnaker 29.03 x 18.9', pole/blocks/lines/standing rigging, etc. for Catalina 25. Want donation of 8-10 hp long shaft o/b, dinghy o/b, knotmeter, winches, solar panel, cruising multihull and other usable sail/power boats. Napa Sea Scouts / BSA (buy/sell/donate tax deductible!). Mike (707) 258-1360.

WINDLASS: PLATH 3/4 HP. Vertical rode electric 12 volt windlass. Excellent condition, \$550. Wanted: watermaker, SSB, solar panels, anchor 45 lb. or any other cruising gear. Phone/fax (408) 997-1954.

STOVE: ALL STAINLESS PROPANE, 3 burner with broiler and oven by Mariner. Excellent condition. \$675 obo. (510) 945-8637.

1993 HONDA FOUR STROKE, 5 horse short shaft outboard with gas tank & mechanics manual. Well maintained and fresh water flushed. Low miles. New \$1,400. Asking \$900. (415) 381-3807.

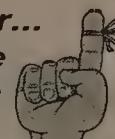
FOR SALE: 6 CYL CHRYSLER crown running takeout, \$500 obo. (415) 495-0869. 12' SF Whitehall, carvel-built, seeks yawl or yacht to service. Will trade, use as tender for berthing. (415) 661-4498.

PAIR OF 671 GM MARINE DIESELS. Right turn and a left turn. Complete major re-built by master GM mechanic. 1 new block, new pistons, new sleeves, new rods, etc. We have log and invoices for all new parts and labor. (208) 743-5548 eves.

ATOMIC FOUR EXTRAVAGANZA. Infamous engine, genuine American. Power your jeep, garden tractor or sailboat to forty feet. One complete rebuild, \$2,500. One excellent used engine, \$1,500. One rebuildable disassembled engine, \$500. One good block, \$250. Call Pete at (415) 563-4421.

BIG BOAT GEAR. Two Barient 37 stainless self-tailers (racing tops), like new, \$725 ea. Two Barient 32 aluminum standards, \$395 ea. Mainsheet traveler system, \$150. 4" reaching strut with mounting brackets, \$95. Barient coffee grinder pedestals with drive trains, \$395 ea. Two Dyno 6V golf cart batteries, \$50 ea. New 30-ft sausage bags, \$95 ea. Kevlar after guys with Sparcraft snap shackles, never used, \$225 ea. Large Sparcraft snap shackles, \$75 ea. Assorted foot blocks and deck hardware. (408) 642-2218, Monterey.

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LEAD BLOCKS FOR GENOA. Four Schaefer twin-sheet lead blocks with screw pin stop for boats between 30' and 40' using 1 1/4" "T" track. Cost \$119 each when new. Make offer. Cliff (415) 552-0293.

27 HP PISCES DIESEL w/ 2F trans and extras. Great rebuilder, ran before removal. Needs a good home. \$1,200 obo (or trade?). John Marples constant camber mold for a 40' Tri. Free, come get it! (916) 991-2230.

15 HP DIESEL. Safety, reliability, power. Replaces Atomic 4. Bosch injectors & pump. Professionally disassembled. Rebuild ready. \$390. (510) 527-0303 or (415) 897-5104 days.

ATOMIC 4 ENGINE. (Valve job, 1995) with 2:1 reduction drive and folding prop — all for \$2,500 obo. New carb 2/96. Runs perfect. Call Fred (510) 938-5649.

NAVICKSTEERING VANE. Used once (Transpac). \$1,000. KVH Quattro System with Masthead, Roto Wind Angle, Dual display and Brainbox. New in box. \$945. Spider SSB/Ham Antenna with 3 radials, \$195. NavStar SatNav with antenna. New in box, \$299. Can help with installation. (510) 523-1400.

DIESEL GENERATOR. Onan, 6.5 kw, excellent condition, very low hours, 23 w x 24 l x 27 h, 320 lbs, 2-110v circuits plus 220v, \$1,900 firm. 13' Banshee: hull, deck and transom only. New, never completed, with reg & title, \$250. (510) 653-1724.

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NEW WINCH, MEISSNER 28. 2 speed, alum drum, base 7", height 6 3/4". Cost \$975 new, asking \$575. Call (510) 522-3011.

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CLUBS / MEMBERSHIPS

VALLEJO YACHT CLUB, "Friendliest Club on the Bay" & host to the annual YRA Vallejo Race, opens membership to interested boaters. Visit our club at 485 Mare Island Way, Vallejo. Call (707) 643-1254 for application forms.

CLUB NAUTIQUE. Single unlimited membership. \$2,750, save \$200! (510) 417-4006.

CLUB NAUTIQUE COUPLE UNLIMITED membership. Done classes, bought boat. Fully transferable. Same as new membership! All levels of instruction. ASA/U.S. Sailing accredited. Yachtclub privileges. 41 boats in Sausalito & Alameda. \$4,450 value, asking \$3,200. Jeff (415) 995-8430.

CLUB NAUTIQUE UNLIMITED INDIVIDUAL membership. 1994 ASA sailing school of the year. Great instruction, beginners through advanced offshore. Social activities. Reciprocal privileges Ballena Bay Yacht Club. 41 boats berthed in Alameda & Sausalito. \$2,950 value, asking \$2,000. Scott (415) 728-5389.

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew and apprentices to join one of San Francisco Bay's most active sailing groups. Participate in service, skill-improvement sails and fun sails. For more information call (415) 979-4866.

NON-PROFIT

DONATE YOUR BOAT. SJSU Sailing Team, a student-run and funded college racing program really needs the tax-deductible donation of your boat to expand our program. Fast processing, free pick-up. For info call Sam at (415) 962-9488.

BAADS, the Bay Area Association of Disabled Sailors offers safe, exciting recreational opportunities on San Francisco Bay for physically disabled sailors and able-bodied volunteers. No sailing experience necessary; adaptive equipment available. Cash and other tax deductible donations welcome. (415) 281-0212.

BARBARY COAST BOATING CLUB, Northern California's gay and lesbian boating club, now in its 14th year, with monthly meetings and water events. Sail and power boaters welcome. Boat ownership not a requirement. Call our voice mail at (415) 905-6267 for more details.

SAILING & SEAMANSHIP COURSE: Conducted by U.S. Coast Guard Auxiliary. April 2 - May 24, (14 sessions), 7:30-9:30 pm Tuesday & Thursdays, Yerba Buena Island (between SF and Oakland), \$25, includes texts. Please call Kay (510) 531-6537, for information.

CREW

NEED A BREAK? Do you like adventure/travel? Want to get away for 6-12 months & love to sail? Are you female 25-35 yrs old & like to enjoy life without drugs and alcohol? I'm 34, fit, non smoking, DWM who values happiness. We will be cruising on my 45' catamaran; departure date & destinations . . . Well, let's talk about it. If interested, please send letter & photo: P.O. Box 441, Hobe Sound, FL 33475.

SKIPPERS & CREW MAKE BOATING connections. The Sailing Network welcomes sailors with any experience level, daysails, overnight, raftouts. Meets monthly in the East Bay. Call hotline (510) 226-6972, leave message.

SEEKING CREW FOR PUSSER'S RUM CUP. Flip side of the Baja Ha-Ha '96 Cruising Yacht Rally begins 5/13 in Tortola (BVI). Approximately 10 days later arrive in Annapolis aboard fully equipped 42' Hunter. Call Nancy (510) 676-3803.

WOOD TECHNOLOGIST SEEKS trans-Pacific crew position May-August 1996. Skills: Celestial, sail repair, traditional rigs (gaff), basic 12 volt, languages (Italian, Swiss). Experience: found Bahamas in 18.5 footer with \$25 sextant. Transatlantic 1994 (not in same boat). Refs available. Contact Bernie (919) 512-6536 or (704) 873-5344, bcharber@unity.ncsu.edu.

WANTED 45 YRS+ FEMALE sailing soulmate. I'm older, handsome, trim, active, healthy, hardworking, Hawaii liveaboard (8 yrs), 5'10", 180 lbs, blue eyes, greying blond/brown hair, owner of small well-equipped motorsailer. I sail, bicycle, motorcycle, jet ski, ski, jog, swim. I am experienced at yacht construction, business ownership, ocean racing and cruising. Like children, raised two, now 15 & 18. I refuse to settle for shoreside lifestyle or landlubber soulmate. Hello? Are you there? (808) 847-7775. Write with picture. Sam, Box 42, 4 Sand Island Rd., Honolulu, HI, 96819.

CREW TO HAWAII OR BAJA, near future. 40 years old, vegetarian, non-smoker. Excellent physical, mental and emotional health. 10 years experience ropework, heights. Intelligent, quicklearner. No boating experience. Master finish carpenter/woodworker, furniture quality. Willing to trade labor for accommodations on a docked boat. Want to learn how to sail, enjoy solitude, share an adventure with others of a positive outlook, integrity, sense of humor. Cloud, 311 Dorado Place SE, Apt. A, Albuquerque, NM 87123.

SAILING ADVENTURE WANTED — anywhere! Single lively Canadian woman 63 yrs loves life, laughter and sailing. Experienced racer/cruiser, great cook. Non-smoker, RN. Multilingual in east European languages. Vera Kononoff, 150 Douglas Rd., Salt Spring Island, BC, Canada V8K 2J2, (604) 537-2176.

RACING CREW FOR DAVIDSON 44; PHRF, YRA and OYRA; experience needed. Call Richard (415) 348-8527.

SEEKING LADY CREW/COMPANION. Currently sailing well-equipped 38' sloop in Mexico. Plan to summer in Sea of Cortez. Looking to share a simple and pleasant lifestyle with adventurous woman (30-40). I am 47, free of drugs, enjoy beautiful sunsets, small dinner parties, snorkeling, sailing and visiting with the Mexican people. Leaving Zihuatanejo in early March for Puerto Vallarta. Arrive by March 25th. Fax me at Time Changers 011-52-323-1-19-66 or contact: Bruce on *Lady Luff* via the Sonrisa net 3968 LSB.

SINGLE SAILORS ASSOCIATION is growing. Join in the fun. Many opportunities to sail and learn. Beginners welcome. Our members enjoy cruising, racing, socials and other activities year-round. For information call: (510) 273-9763. Singles only, please.

GOING TO COSTA RICA. Leaving about March 10, '96, weather permitting. Like 2-3 people to crew. Prefer female (non-relationships) to help take a 48' trimaran, Jim Brown design. Has radar, SSB, weatherfax. Set up for single-handed sailing. Ask for John, a licensed 100 ton master, USCG Ret. (510) 235-1449 or (510) 433-2832. Leave message.

MY SAILBOAT AND I SEEK GALS who enjoy sailing the Bay and Delta waters. After being with one gal for over 20 years, we split up. At 45, I'm in good condition and want to play. Call Mike (510) 433-7497.

SAILING PARTNER WANTED: tall, handsome accomplished professional USCG 100-ton license, early 50s seeks attractive, slim, 30-47, NS/ND female co-captain to sail SF Bay. Fly to Mediterranean for charter cruise in the fall. Please send note & photo: C.P.D., 2269 Chestnut St. #217, San Francisco, CA 94123.

SOUTH PACIFIC. Looking for a couple or SWF to round out crew leaving April 10 for South Pacific on well equipped 47' sailboat. Can do 2 months (Tahiti) to 7 months (New Zealand). Should be experienced offshore sailors or good cook. Scuba and French helps. Prefer sailors 25 - 45 yrs old. Gary (415) 673-2149.

EXPERIENCED SKIPPER AND FINE SAILING vessel will consider several interesting and responsible persons to crew on a voyage to Hawaii and Alaska departing SF May 1st. Must be able and willing to share expenses. Call Bill at the Ranch. (916) 639-1422.

WANTED: CREW OF ONE for 32' full keel fiberglass cruising sloop, to depart Santa Barbara bound for SF as soon as crew is aboard and w/ wind. Pay: \$30 per day, found, and air fare home. Dave (916) 692-1789.

PROPERTY SALE / RENT

FOR RENT: CRUISE SAN JUAN & CHANNEL Islands. Beautifully furnished waterfront home. 3 bedrooms, 3 baths, fireplace, etc. Deep Cove area just north of Victoria. Includes 50' dock and, if qualified, use of a 47 foot Perry ketch. Available May thru October, 1996. \$3,500 US/month. Call (702) 831-8370 or write P.O. Box 6225, Indigo Village, NV 89450.

STEAMBOAT SL. VACATION HOME with deep-water slip. Recently completed one bedroom with central air and heat. All tile floors, 9' ceilings, French doors opening to deck on Steamboat, and private ramp leads to protected dock inside Hidden Harbor. One year minimum lease. Sailboats only. Package is \$1,000/mo. Call (916) 775-1313 or write Hidden Harbor Marina at 3100 Ryer Rd. E., Walnut Grove, CA 95690.

SECLUDED RIVER RANCH. Mountain lodge style home needs completion but very comfortable. 42+ acres bordering government lands. Private sandy beach on river, 2 hours from SF Bay in Mendocino County. Owner can finance and will consider some trades. Sell all (\$310,000) or partnership (\$85,000) — or make offer. Roger Perry (415) 331-5251.

JOB WANTED

EXPERIENCED WOODWORKER AVAILABLE for all types of boat repairs. Hatchets, doors, windows, replaced/repaired. Deck, thru-hull fittings, heads, bilge pumps, lights installed. Wood hull and deck surfaces renewed/varnished. Bottoms cleaned and coated. Some mechanical work. References. John Shinnick (415) 824-1278.

JOB OPPORTUNITIES

SAILING INSTRUCTORS! Join our team of 25 professionals at OCSC San Francisco Bay. Best teaching and sailing location, J-24s to Moorings 432s, well organized syllabuses and curriculum support, great clubhouse and classroom. There are only three students per class and certification Standards that make you proud to be an instructor. Exciting work, motivated students and a great team atmosphere. We have a fleet of 40 boats from 24 to 44 feet and teach a full range of courses from Basic to Offshore. If you love teaching, have well-rounded sailing and seamanship skills, and have a Coast Guard license or are willing to acquire one, give us a call at (510) 843-4200 and ask for Rich.

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SAILING INSTRUCTORS. Tradewinds, the oldest sailing school in Northern California is looking for experienced sailing instructors w/ strong sailing orientation. Part time, top pay. Send resume to: 1230 Brickyard Cove Rd., Suite 100, Pt. Richmond, CA 94801.

OCSC IS HIRING entry level and skilled maintenance positions. Sailing benefits. Pay \$5-9 per hour. Glenn (510) 843-4200.

OFFICE MANAGER / BOOKKEEPER for sail loft / industrial sewing business located in the Palo Alto West Marine building. Looking for a long-term addition to our team. This pivotal position at the center of a hard-working creative group requires your positive high-energy efforts, strong computerized bookkeeping skills, and cheerful customer interactions. F/T, benefits. Please call Sally Lindsay at The Spinnaker Shop, (415) 858-1544.

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ESTABLISHED CHARTER COMPANY, in conjunction with a management and training company, seek five 28' - 44' sailboats in Morro Bay for guaranteed income (mid-week only) for teambuilding charters with USGC skippers. (415) 332-0800.

OWN A 68-FT LUXURY MOTORYACHT and make money too! Private yacht charter business established 20 yrs. Serves weddings, cocktail cruises, etc. Avg gross sales \$200,000 peryr. Avg adjusted net \$55,000 per yr. Asking \$365,000. ABI Brokers (510) 838-8150.

FUN MARINE BUSINESS in beautiful Brookings, Oregon. Owner retiring to go world sailing. Business can be expanded, or can be kept as a fun, relaxing income source which keeps you in touch with world cruisers. Winter operations stay in the black, but are optional, so you could open in the summer and spend winters in the tropics. Call Bill at (541) 469-6681.



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TOO LATE TO CLASSY

BOAT NEEDED: El Dorado County is replacing its Lake Tahoe Sheriff's Patrol Boat and will be soliciting for bids during March, 1996. Vessel specifications describe an aluminum hull, 26'-28' in length with 8'6" beam, with wheelhouse, cuddy cabin and twin inboard engines. Interested manufacturers should contact El Dorado County Purchasing Agent Bill Lutes at (916) 621-5835.

CT 49 CUTTER, 1986. Modified fin keel with rudderskeg. Ideal cruiser, 18-month Mexico cruise, 2 people. Aft cockpit with additional center companionway. Extensive quality equipment, some only 2 yrs. old. Robert AP, 24M radar, wind gen., GPS, SatNav, SSB, 2 VHF, pwr monitor, 130A alt, inverter, 4 bat. banks, life raft, wind vane, refrigeration, 150G water, 150G fuel, Tank tender, 2 Baros, 2 clocks, VDO instruments, fore/aft deck lockers, 11 ST winches, anodized spars, 4 sails plus spinnaker, 3 anchors, 300' Hi Tensile, other chain/rode, stern anchor roller/mount, Perkins, SS prop and shaft, cockpit h/c shower, bimini, deck wash, awning, all manuals. Asking \$219,000. Call for specs, photos, equipment list. Call (415) 712-9218.

51-FT GARDEN PILOTHOUSE KETCH. Ideal liveaboard/cruiser. 2 stations, 3 staterooms, 2 room salon plus workshop area. Heavy glass hull. All furling sails, watermaker, inverter, spares, etc. Some trades or financing possible. \$129,000 obo. Roger Perry (415) 331-5251 or (800) 728-7254.

50-FT SAILING FISHING SCHOONER. Gaff rigged setup for cruising & fishing with 7-ton tanked refer system, fish hold doubles as hot tub! Strong engine cruises at 7.5 knots. Many 200+ mile days under sail. Seakindly & at home offshore, many extras. \$59,500. (360) 385-7175; fx (360) 385-4969

CATALINA 27, 1971. Good condition, 3 sails, 15 hp outboard w/ starter, shore power, dinette interior, new cushions, a great liveaboard. Berthed at South Beach Marina. Asking \$5,000 as is. Craig (415) 776-0309.

ERICSON 38, 1983. Performance cruiser, excellent condition, 4 headsails, dodger, Autohelm, Harken roller furling, GPS, folding prop, inflatable dinghy, Tri-data and additional extras. \$62,000. Separate SSB 1,100, 2.4 gal propane tank (\$55) and items for Pacific Cup. (916) 891-4704.

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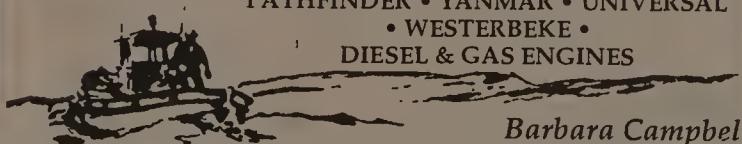
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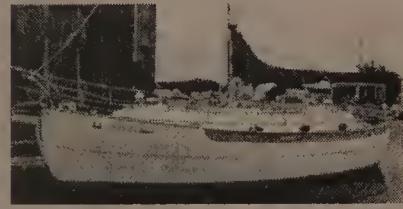


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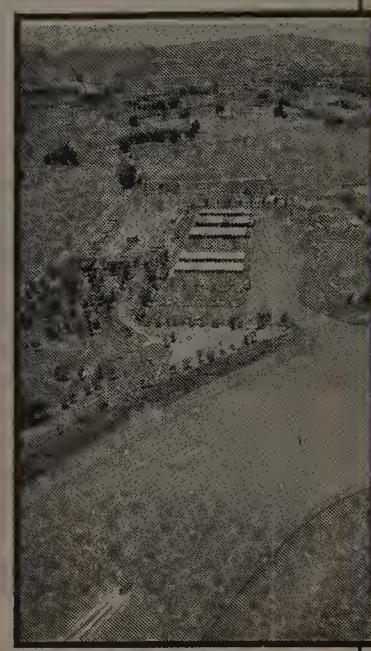
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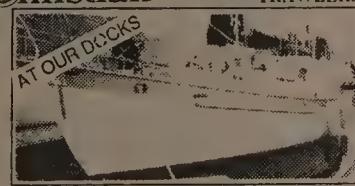


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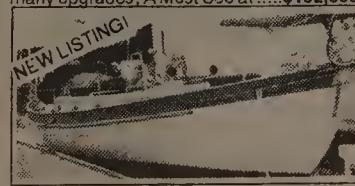


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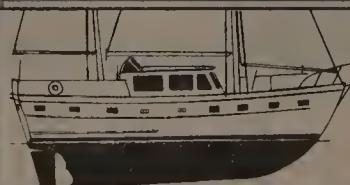
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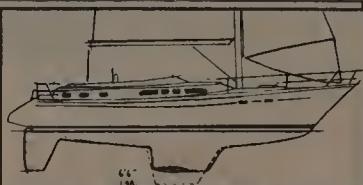


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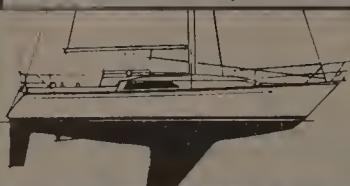
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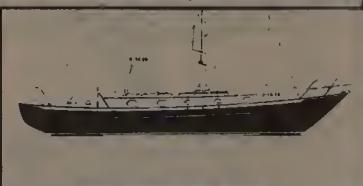
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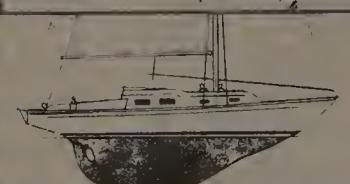
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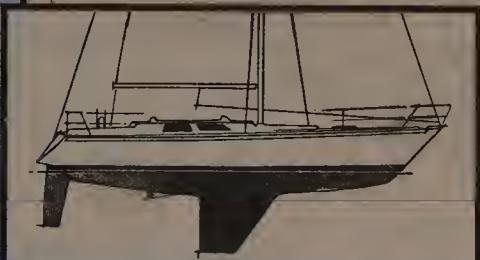
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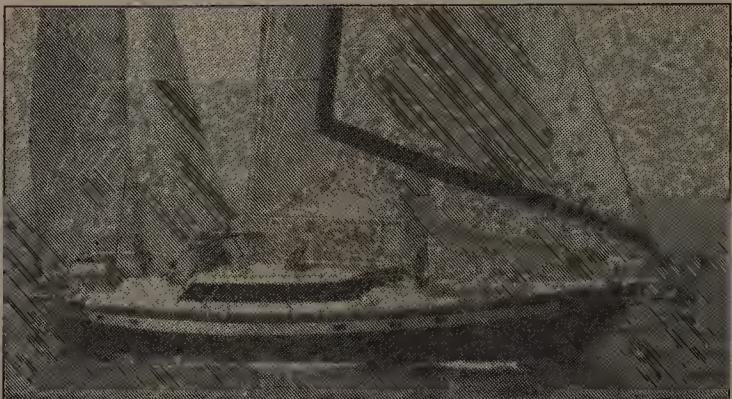
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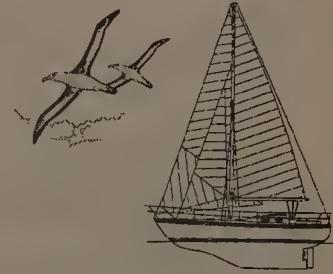
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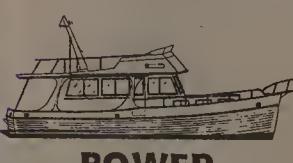
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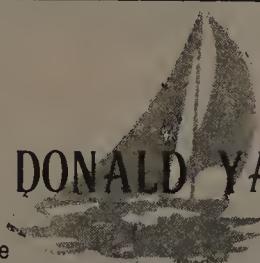
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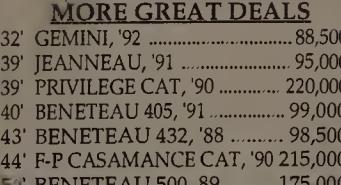
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45' FUJI Alden designed ketch, center cockpit, dodger, Hood roller furling, roomy interior, two double staterooms, great liveaboard/cruiser, long list of upgrades. Asking \$89,500.



40' IRWIN Equipped for cruising. \$30k in upgrades incl. new mast, rig, furling gear, sails & dodger in '93. Our docks. Asking \$45,000.



PACIFIC 38 NZ built, hand laid F/G, full keel, offshore vet, dodger, radar, watermaker, windvane. Our docks. Asking \$60,000.



37' FISHER. Quality aft-cabin motorsailer. Low hours on rebuilt diesel. Loaded w/gear. Asking \$79,000.



36' C&L SLOOP Hand laid F/G, teak decks, wheel, diesel, 8' Dyer sailing dinghy, motivated seller. Asking \$27,500.



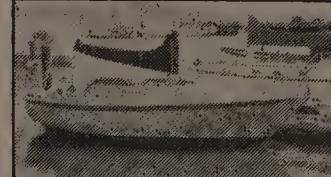
BRISTOL 3.5 Ted Hood, Bay & offshore, diesel aux., wheel, autopilot, roller furling. Asking \$45,000.



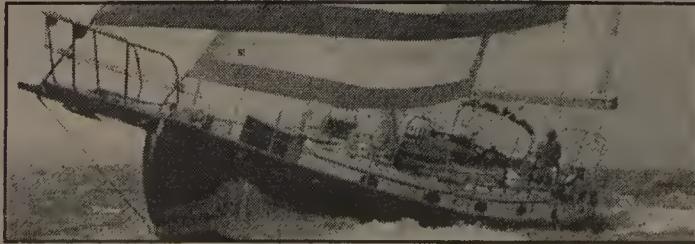
35' STEEL SLOOP English built - Corten steel, loaded w/new gear, dodger, roller furling, Aries vane. Asking \$26,500.



34' WELLS Herreshoff ketch, all teak, Perkins aux., new hull & bottom paint. Our docks. Asking \$34,500.



27' ERICSON Diesel aux., wheel steering, self-tailing winches. Our docks. Only asking \$13,000.



43' HANS CHRISTIAN TRADITIONAL KETCH Strong, seaworthy, hand laid F/G, exceptional layout for cruise/liveaboard, long list of quality equipment. Asking \$135,500.



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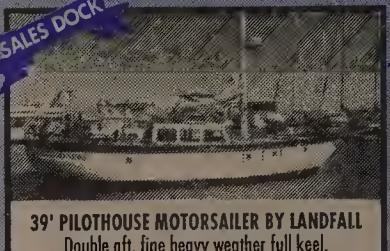
Open Mon.-Sat.
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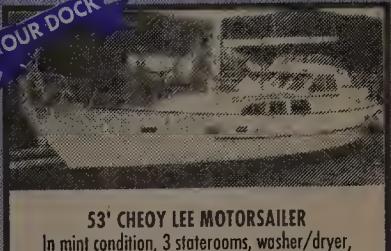
42' VAGABOND/WESTWIND, '86
Center cockpit, 3 staterooms, queen, alum. spars,
mod. full keel, Avan & roft. \$128,000.



44' MASON CRUISING CUTTER, '86
GPS, SSB, AP, B&G, dodger, two double berths, Tech.
refrig. Make serious offer!



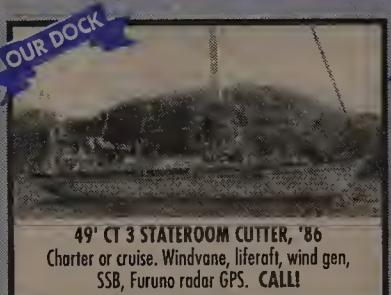
39' PILOTHOUSE MOTORSAILER BY LANDFALL
Double aft, fine heavy weather full keel.
Lower steering. \$85,000.



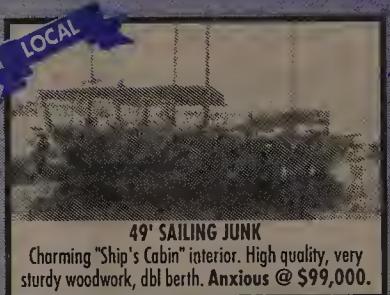
53' CHEOY LEE MOTORSAILER
In mint condition, 3 staterooms, washer/dryer,
both furling. \$465,000 or best offer.



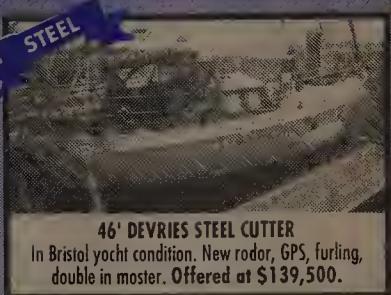
38' ERICSON CUTTER, '90. SHOWS NEW!
Roller furling, European interior, inverter,
Sausalito berth. Just reduced to \$99,500.



49' CT 3 STATEROOM CUTTER, '86
Charter or cruise. Windvane, liferaft, wind gen.,
SSB, Furuno radar GPS. CALL!



49' SAILING JUNK
Charming "Ship's Cabin" interior. High quality, very
sturdy woodwork, dbl berth. Anxious @ \$99,000.



46' DEVRIES STEEL CUTTER
In Bristol yacht condition. New rodor, GPS, furling,
double in mister. Offered at \$139,500.

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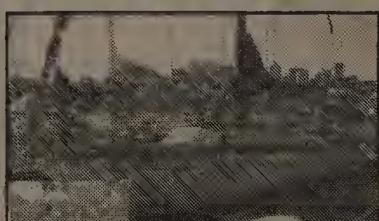
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36' Islander, 1978
Perkins diesel, CNG stove,
roller furling, ST winches.
\$39,500.



45' Explorer, 1978*
Aft cabin, aft cockpit cruising
cutter loaded with cruising gear.
\$119,000.

SELECTED SAIL

*35' Bristol	\$45,000
33' Roughwater Cutter, '76	\$37,000
32' Endeavour Sloop, '79	\$29,900

SELECTED POWER

59' Custom MY, '85	\$550,000
*46' Bestways MY, '86	\$169,000
*44' Gulfstar MY, '78	\$144,500

*40' Silverton 40X Express, '90	\$89,000
37' Trojan Express 11 Meter, '85	\$94,500
36' Uniflight, '69	\$49,000

35' Cooper Prowler	\$79,500
34' Silverton FB Sdn, '85, clean	\$62,500
*32' Bayliner 3288 MY, '86	\$62,500

30' Sea Ray Sundancer, '95	\$87,000
*28' Bertram Sport Fish, '76	\$39,500
*28' Fairliner, '62	\$14,000

27' Concord, twins	\$22,000
--------------------	----------

* At Our Docks



60' Stephens, 1956
Classic pilothouse cruiser w/cockpit.
Complete repower/refit '90. Can be
yours for \$305,000. Call for
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36' C&L PETERSON SLOOP. DSL, wheel, Avan & o/b, etc. Cruise equipped, Mex vet, performance cruiser. Try \$27,500.



FINNFIREF 33. High endurance performance cruiser. Radar, full elect, vane, etc. Best built F/G boat we've ever seen... Estate: \$61,500/Offer.



102' CAMPER NICH MY. Complete refurb '95, twin Gardner dsls, Vesper stabilizers, 4,500 mi range. In Ft. Lauderdale. Our exclv. W. Cst. Asking \$1,200,000.



49' ALBIN TRAWLER/SEDAN. Twin dsls, F/G, flybridge, Onan, full elec, galley up, radar, VHF, Palaris, Loran, etc. Fine vessel. Asking \$139,000.



33' MOTORSAILER. Diesel, radar, all teak, copper riveted, loaded. Mex-AK-HI vet. Great boat. Asking \$25,000.



Bob Joe Glenn

'THE USUAL SUSPECTS'

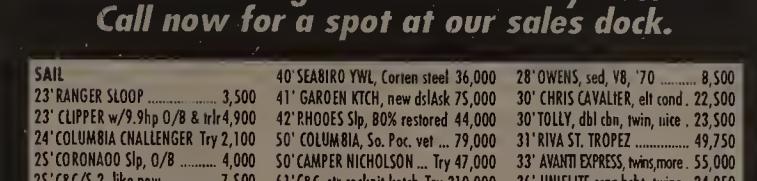
**We're selling boats and need yours!
Call now for a spot at our sales dock.**



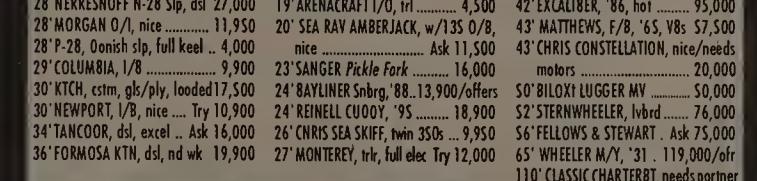
30' CUSTOM CRUISING KETCH. Diesel, radar, loaded. Very stout. Asking \$17,000.



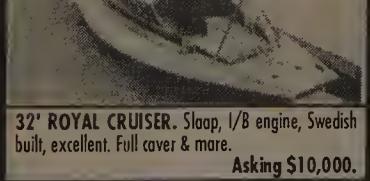
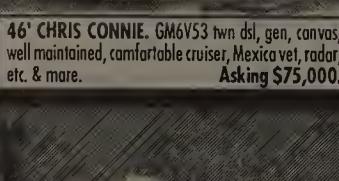
ENDEAVOUR 32. Dsl, Autohelm, VHF, depth, shower, low hours, glass. Nice boat at an attractive price. Asking \$29,900.



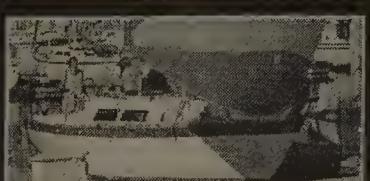
WELLS 34/HERRESHOFF. 42' LOA. All teak, traditional beauty. 1/96 haul & topside refinish. Asking \$34,900.



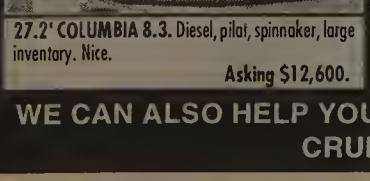
32' ROYAL CRUISER. Sloop, I/B engine, Swedish built, excellent. Full cover & more. Asking \$10,000.



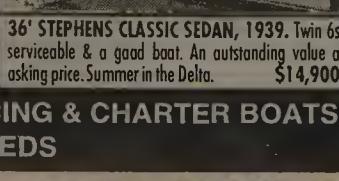
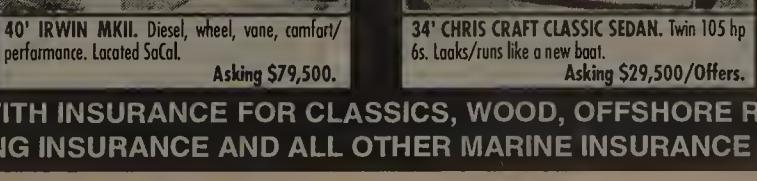
27.2' COLUMBIA 8.3. Diesel, pilothouse, spinnaker, large inventory. Nice. Asking \$12,600.



40' IRWIN MKII. Diesel, wheel, vane, comfort/performance. Located SoCal. Asking \$79,500.



34' CHRIS CRAFT CLASSIC SEDAN. Twin 105 hp 6s. Looks/runs like a new boat. Asking \$29,500/Offer.

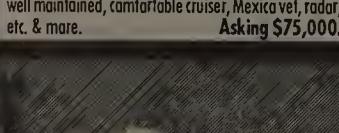


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THE USUAL SUSPECTS

SAIL	POWER	
23' RANGER SLOOP 3,500	40' SEABIRO YWL, Corten steel 36,000	28' OWENS, sed, V8, '70 8,500
23' CLIPPER w/9.9hp O/B & irrl 4,900	41' GAROEN KTCH, new dsls 75,000	30' CHRIS CAVALIER, elt cond. 22,500
24' COLUMBIA CHALLENGER Try 2,100	42' RHODES Slp, 80% restored 44,000	30' TOLLY, dbl cbn, twin, nice .. 23,500
25' CORONAO Slp, O/B 4,000	50' COLUMBIA, So. Pac. vet ... 79,000	31' RIVA ST. TROPEZ 49,750
25' C&C-3, like new 7,500	50' CAMPER NICHOLSON ... Try 47,000	33' AVANTI EXPRESS, twins/more .. 55,000
25' MacGREGOR, O/B, '82. Ask \$7,700	61' C&C, ctr cockpit ketch Try 310,000	36' UNIFLITE crzg hsbt, twins .. 24,950
26' MacGREGOR, O/B, PopTop, Trlr, as new Ask 15,500	37' CNR CRAFT, twin, 1964try 14,000	38' CHRIS Sdn 0lx, perfect 45,000
28' NERESNOFF H-28 Slp, dsl 27,000	14' BOST WNLR, trlr, 0/8, CVR .. 6,500	40' NUNES CLASSIC 67,000
28' MORGAN 0/1, nice 11,950	19' ARENACRAFT 1/0, trl 4,500	42' EXCALIBER, '86, hot 95,000
28' P-28, Onish slp, full keel .. 4,000	20' SEA RAY AMBERJACK, w/135 0/8, nice Ask 11,500	43' MATTHEWS, F/B, '65, V8s \$7,500
29' COLUMBIA, 1/8 9,900	23' SANGER Pickle Fork 16,000	43' CHRIS CONSTELLATION, nice/needs motors 20,000
30' KTCH, cstm, gbs/ply, loaded 17,500	24' 8AYLINER Snbrg, '88, 13,900/offers	50' BILOXI LUGGER MY \$0,000
30' NEWPORT, 1/B, nice ... Try 10,900	24' REINELL CUOOY, '95 18,900	52' STERNWHEELER, lbd 76,000
34' TANCOOR, dsl, excel .. Ask 16,000	26' CNRIS SEA SKIFF, twin 350s .. 9,950	56' FELLOWS & STEWART. Ask 75,000
36' FORMOSA KTN, dsl, nd wk 19,900	27' MONTEREY, trlr, full elec Try 12,000	65' WHEELER M/Y, '31 .. 119,000/6fr

— THESE AND MORE AT OUR DOCKS —

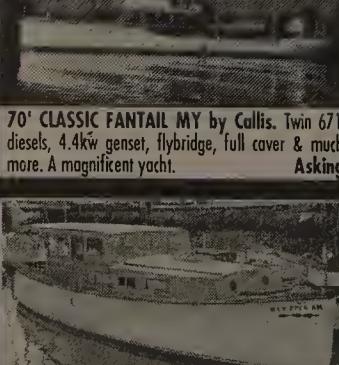


**NORPAC
YACHTS**

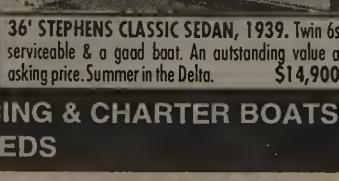


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70' CLASSIC FANTAIL MY by Callis. Twin 671 diesels, 4.4kw genset, flybridge, full cover & much more. A magnificent yacht. Asking



36' STEPHENS CLASSIC SEDAN, 1939. Twin 6s, serviceable & a good boat. An outstanding value at asking price. Summer in the Delta. \$14,900.

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39' WESTSAIL 11.8 METER. Bob Perry performance cruiser. \$115,000.

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40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. Reduced to \$69,500.



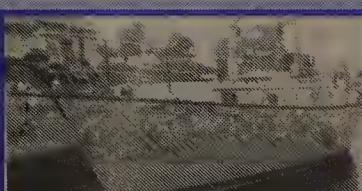
33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. Inquire.



36' ISLANDER. We have four available. If you're buying or selling an Islander, see the experts at ABC Yachts.



43 HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveboard. Well maintained! \$135,000. sistership



PEARSON 36.5. Completely refurbished. One owner boat, extensive list of new and rebuilt gear. Reduced to \$52,600.



FORCE 50, '78. Pilothouse ketch, 3 staterooms, spacious aft cabin, propane, refrig/freezer, great liveaboard or world cruiser — you choose. Asking \$129,000.



37' O'DAY, '80. Center cockpit, American-made, aft cabin, 2 heads, AC/pressure H2O in both showers, under 500 hours on Westerbeke dsl, new AP, SatNav, elect. windlass, great shape. \$42,000.



54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. \$305,000.

SELECTED CRUISING YACHTS

SAIL

LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE
54' ROBERTS STEEL	'83	\$305,000	35' ERICSON	'72	\$36,900	56' CHRIS CRAFT	'63	\$75,000
50' FORCE 50	'78	\$129,000	35' MORGAN	'72	\$24,500	56' FELLOWS & STEWART	'69	\$69,900
47' GARDEN KETCH	'72	\$67,500	33' HUNTER	'72	\$29,000	53' HATTERAS	'79	\$345,000
45' COLUMBIA	'73	\$62,000	33' GURNEY/HUISMAN '68	'68	\$35,000	50' STEPHENS	'43	\$43,700
43' HANS CHRISTIAN	'80	\$135,000	32' FUJI	'77	\$39,900	49' ALBIN TRAWLER	'80	\$145,000
41' MORGAN	3 from	\$61,500	31' CHEOY LEE	'70	\$19,900	48' CHRIS CRAFT	'85	\$210,000
38' CABO RICO	'79	\$79,000	31' SEA EAGLE	'80	\$40,000	46' CHRIS CRAFT	'64	\$69,000
37' HUNTER	'79	\$45,000	30' CAPE DORY MS	'87	\$89,000	44' LUHRS	'70	\$72,500
37' HUNTER LEGEND	'88	\$84,500	30.5' BENETEAU	'85	\$41,000	42' CHRIS CRAFT	'69	\$62,000
38' ISLANDER	'73	\$35,000	30' CATALINA	'88	\$34,000	42' HATTERAS LR	'87	\$189,000
36' ISLANDER	'77	\$39,000	29' ERICSON	'74	\$16,500	42' PONDEROSA	'87	\$179,000
36' ISLANDER	'78	\$47,500	29' CAL. 70	2 from	\$17,500	41' PRESIDENT FD MY '81	'81	\$95,000
35' ERICSON	'72	\$31,000				35' CHEOY LEE TRAWLER '84	'84	\$125,000
36' WATKINS	'81	\$49,500				34' LUHRS SF '90	'90	\$78,000
						32' UNIFLITE	'79	\$49,500

POWER



42' HATTERAS, '80. Perfectly maintained long range cruiser. Flush deck for exceptional room. Air conditioned. Twin Detroit 4-53 diesels. \$189,000.



40' HERSHINE, '83. Very well maintained, well fanned double cabin trawler. 2 heads, full galley, pressure water, excellent liveaboard/cruiser. \$89,500.



CATALINA 38, '80. Not your ordinary Catalina, not your usual Catalina 38. Kept pristine. 2 from \$46,000. sistership

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BRISTOL 35.5. Ted Hood racer/cruiser. Roller furling, refrig., AP, Westerbeke dsl., Cambi depth/knot/wind instrument. \$45,000.



38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$79,000.



44' HARDIN, '78. Watermaker, radar, GPS, AP, SSB, SL electric windlass, 8-man liferaft. \$119,000.



49' CT CUTTER, '86. Immaculate & well-equipped cruising cutter, with recently installed electronics. Teak decks. Dodger/enclosure. \$219,000.



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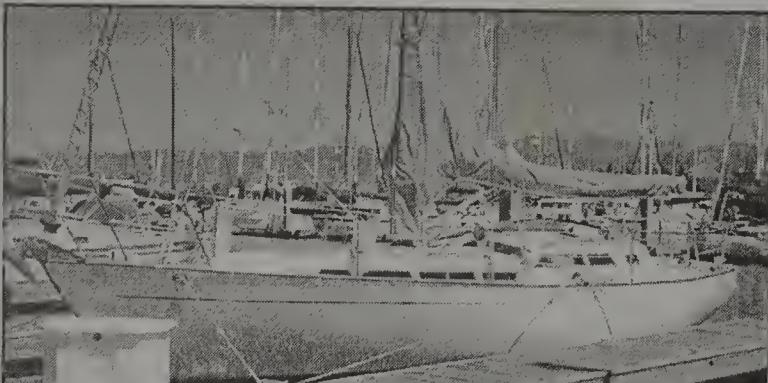
BAY Wind

YACHT SALES

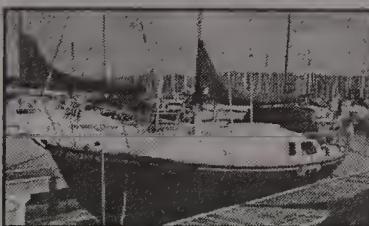
(510)
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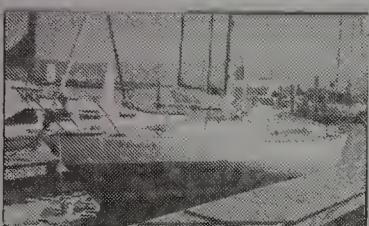
33' HANS CHRISTIAN. This is a fine example of the very highly prized Hans Christian 33. She has been well maintained by the owner!



39' FAIRWEATHER. Fast Robert Perry design. Beautiful interior!



28' HERRESCOFF
Bluewater pocket cruiser.



37' FLYING DUTCHMAN
Big time performance for a wild ride.



28' ISLANDER BAHAMA
Super clean, autopilot, 5 bags of sails.



36' LUDERS
Strong, sea-kindly cruiser.



43' GULFSTAR
Great cruiser by an excellent company.



42' GOLDEN WAVE
Classy Robert Perry FAST cruiser.

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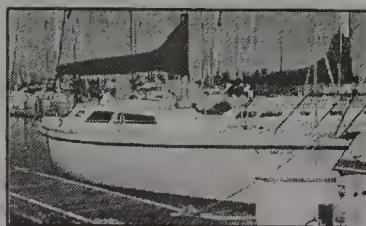
TO SELL YOUR BOAT

SELECTED SAIL LISTINGS

49' CT/Kaufman, '86 \$219,000
46' Schooner, '80 \$67,500
43' Gulfstar, '76	.... \$79,950
42' Golden Wave, '82	.... \$119,000
39' Fairweather Mariner	.... \$129,000
37' Flying Dutchman, '78	.... \$48,900
37' Hunter, '83	.... \$43,000
36' Allied, '78	.... \$49,900

36' Luder, '69	.... \$27,500
36' Islander, '75	.... \$39,500
36' Pearson, '77	.... \$45,000
35' Fast 345, '84	.... \$36,500
34' Shock, '86	.... \$45,000
34' Catalina, '87	.... \$47,500
33' Hans Christian, '86	.... \$109,500
33' Hankinsen (custom)	.... \$49,950
32' Dreadnought, '80	.... \$79,000
32' Beneteau 32 R/C, '84	.... \$39,900
30' Pearson, '77	.... \$14,500
30' Ericson 30+, '85	.... \$25,500
30' O'Day, '78	.... \$19,950
30' Tartan, '78	.... \$16,900

30' Catalina, '75	.... \$19,500
28' Herreschoff, '79	.... \$24,900
28' Islandr Bahama, '83	.... \$21,900
28' Pearson, '77	.... \$12,900
27' Coronado, '72	.... \$7,995
25' Catalina, '80	.... \$9,900
25' Cal 2-25, '78	.... \$9,950
25' Catalina, '80	.... \$7,995



FAST 345
Ron Holland performance cruiser.



30' O'DAY
'Original owner'. Diesel.

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Boat: _____
Inspector: _____

COURTESY CHECKLIST - SAILBOATS

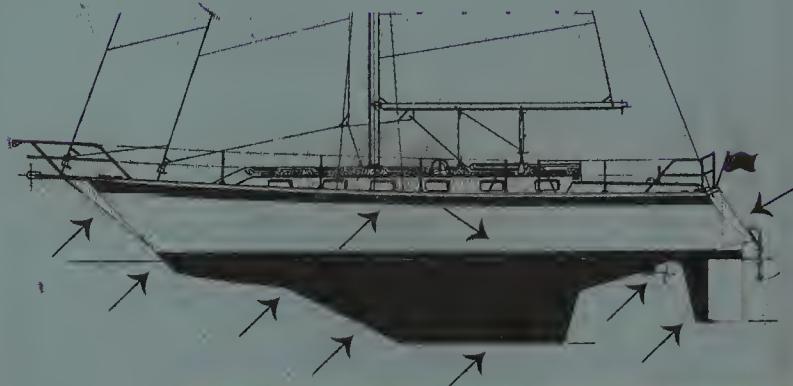
Owner: _____
Date: _____

NO CHARGE INSPECTION

COMMENTS

OK

Thru Hull _____
Bottom _____
Zincs _____
Prop _____
Shaft _____
Cutlass _____
Rudder _____
Keel Seam _____
Life Lines _____
Standing Rigging, Turnbuckle
(at deck level) _____



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This spring when you haul out at Nelson's you'll receive a free written report of our 10-point safety checklist for your boat. Having hauled out thousands of boats over the years, our experienced professionals can quickly and reliably find trouble spots or give you the assurance of a sound boat. It's an extra value offered by Nelson's to help you enjoy another safe and trouble free boating season.

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